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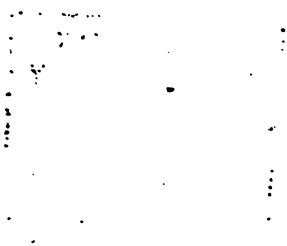
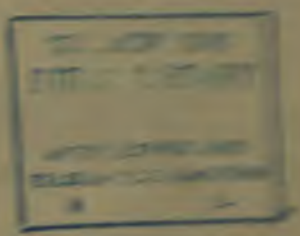
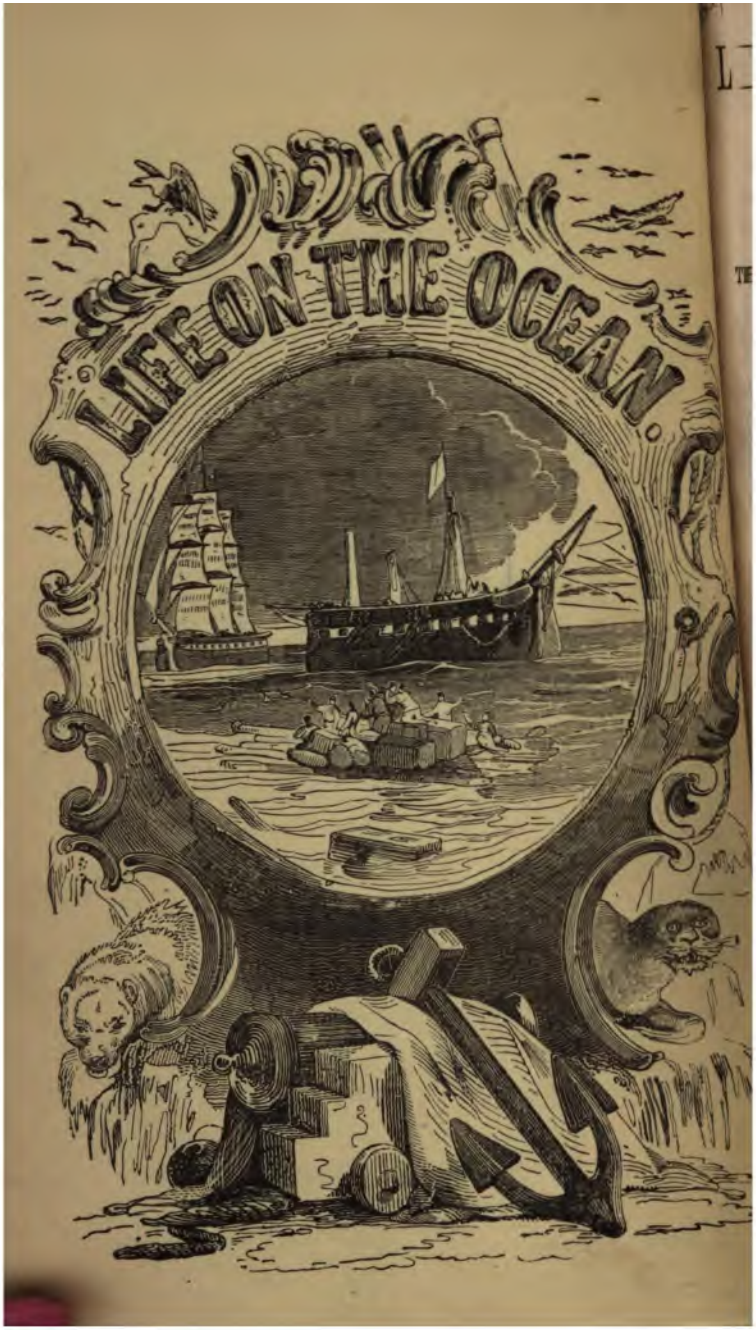





LIFE ON THE OCEAN.

LIFE ON THE OCEAN;

OR,

TWENTY YEARS AT SEA:

BEING

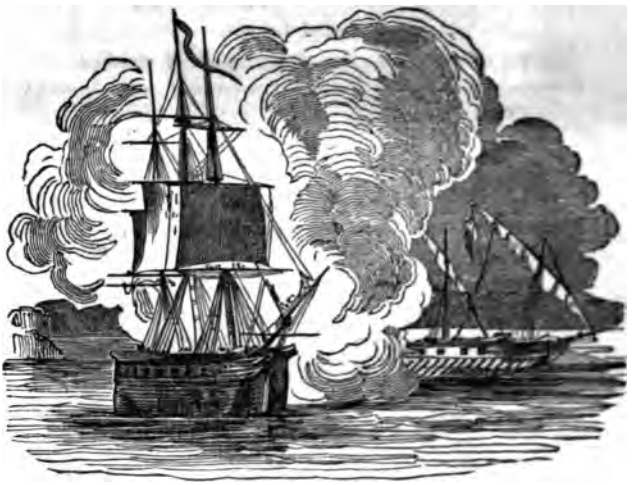
THE PERSONAL ADVENTURES OF THE AUTHOR.

BY

GEORGE LITTLE,

For many years Captain in the Merchant Service out of the Port of Baltimore, but now entirely blind.

FOURTEENTH EDITION.



Battle with the Spanish Lugger. p. 84.

BOSTON:

CHARLES D. STRONG.

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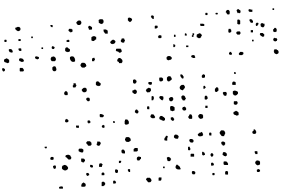

PREFACE.

The author of the following narrative has deemed it unnecessary to submit it to the public, at the importunate solicitation of numerous friends, who, with a full knowledge of his past life, and of his present unfortunate circumstances, have united in the opinion, that even if advantage or disadvantage might not result to the author, its publication would be of essential service in removing many erroneous and unfavorable impressions which prevail in relation to the character and manners of the Indians.

The author is a native, the greater part of whose life was spent amid the wilds of the forests, that are the exclusive possessions of the Indian race. His own associations are of a character widely different from those which distinguish the literary men and professional gentlemen of the present day; and while he states that he is now, and has been for many years, entirely blind—from disease, from exposure, and privation—that, in consequence of his affliction, and even with the aid of an amanuensis, many inaccuracies must obviously have occurred in the preparation and completion of the manuscript, he relies with confidence on the discernment of the reader, and feels assured that any faults of arrangement or composition, which his peculiar situation has not enabled him to avoid, will be overlooked.

The [illegible] of the Indian [illegible] so far as it is connected with the [illegible] have been before the reader will ever be a memorable event in the world's history. Europe was [illegible]

and continued revolutions. The nations of that continent were engaged in a deadly struggle for political existence; and while the two rival powers, France and England, were each putting forth its mightiest efforts to secure the controlling influence, our own infant republic, acting under the wise policy originally sanctioned and pursued by Washington, was reaping a rich and abundant harvest in supplying the necessities of the belligerents, — thus developing her boundless resources, adding to her physical strength, and laying the foundation of that naval prowess which shone so conspicuously in her subsequent conflict with Great Britain.

In many of the exciting incidents growing out of these events, the author was an actor; and a participator, too, in the exposures and sufferings which war inevitably occasions. He, therefore, flatters himself that the interest which may be awakened in the perusal of his book, and the full and correct view given of nautical life, will more than overbalance whatever errors in composition he may have inadvertently committed.

The reader will perceive that, in the narrative itself, as well as in the dialogues introduced, the author has preserved the maritime technicalities, and rough mode of expression, peculiar to sailors; his chief object, in fact, has been to exhibit a true picture of "life on the ocean," blending with it those wholesome moral and religious truths, which should be inculcated upon the minds of seamen. That it may more forcibly serve as a mirror for his brother tars, wherein they may view their defects as well as their excellences; that a fresh impulse may be given to the efforts of the Christian community in behalf of the spiritual wants of those who "go down to the sea in ships;" and that it may prove a source of recreation and (he humbly trusts) of instruction to all who may honor him by classing themselves among his readers, is the sincere desire of the author.

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NAUTICAL VOCABULARY.

Aback. — Situation of the sails when their surfaces are forced aft by the force of the wind.

Abaft, or *Aft.* — The sternmost part of the ship.

Abaft the beam. — Denotes the relative situation of any object from the ship which inclines towards the stern.

Aboard. — The inside of the ship.

Aboard main-tack. — To haul the corner of the mainsail down to the chest-tree.

About. — The situation of the ship when she is tacked, or changes her course.

Adrift. — The state of a ship broken from her moorings, a driving about without control.

Afore. — All that part of the ship which lies forward, near the stem.

Ahead. — Any thing that is situated on that part of the compass to which a ship's stem is directed.

A-hull. — The situation of a ship when all her sails are furled at sea.

A-lee. — The situation of the helm when put down to the lee side.

All in the wind. — The state of a ship's sails when they are parallel to the direction of the wind, so as to shiver.

All hands, a-hoy. — A call by which all the ship's company are summoned on deck.

Aloft. — Up in the tops, or on the masts or yards.

Along shore. — A course parallel to the ship's side.

Amidships. — The middle of a ship either with regard to her length or breadth.

A foul anchor. — When the cable has got about the fluke of the anchor.

Anchor a-peak. — That is, directly under the hawse-hole of the ship.

Anchor cock-bill. — That is, hangs up and down the ship's side.

An end. — Mast up and down.

Astern. — Any distance behind a ship as opposed to her head.

Athwart ships. — Reaching, or in a direction, across the ship, from one side to the other.

Avast. — A term used for Stop or Stay.

Away. — Is a term used when the anchor is off the bottom, as, The anchor is away.

Awning. — A shelter or screen of canvas to keep off the heat of the sun.

Back the anchor. — To carry out a small anchor ahead of the large one, in order to support it in bad ground.

Back the sails. — To arrange them in a situation which will occasion the ship to move astern.

Bare poles. — When a ship has no sail set, she is under bare poles.

Battling. — A thin piece of wood to prevent the rigging from chafing.

Bear a hand. — To make haste, or despatch.

Bearing. — Signifies the point of the compass where two or more places, or ships, bear from each other.

Bear off. — To thrust or keep from the ship's side.

Bear away. — To keep a ship off from the wind.

Beating to windward. — Is making progress against the wind by tacking alternately.

Becalmed. — To be without wind.

Before the beam. — Any object from the ship, inclining towards the stem, is said to be before the beam.

Belay. — To make fast any rope.

Bend. — To apply to or fasten, — that is, to fasten the sails to the yard.

Between decks. — Space contained between the two decks.

Bight of a rope. — Double part of a rope when it is folded.

Bilged. — To break; — the ship is bilged when her plank are broken.

Binnacle. — A kind of box to contain the compass.

Berth. — A place; a ship's berth, a place where she is moored; an officer's berth, a place or station in the ship.

Bitts. — A large piece of timber to which the cable is fastened when the ship is at an anchor.

Board. — To board a ship, in a hostile or friendly manner; to make a board, is when a ship is making a stretch on any tack upon a wind.

Boatswain. — The officer who has charge of the cordage, rigging, anchor, &c.

Both sheets aft. — The situation of a ship sailing right before the wind.

Boulines. — Lines made fast to the sides of the sails, to haul them forward when upon a wind.

Bouse. — To pull upon any tackle or rope.

Bowsprit. — A large mast, or piece of timber, which stands out from the bows of the ship.

Box-hauling. — A particular method of veering a ship, when the swell of the sea renders tacking impracticable.

Braces. — The ropes by which the yards are turned about, to accommodate the sails to the wind.

Breast-fast. — A rope employed to confine a ship to a wharf, &c.

To Broach-to. — To incline suddenly to windward of the ship's course, so as to present her side to the wind, and endanger her oversetting.

Broadside. — A discharge of all the guns on one side of a ship, both above and below.

Cut and run. — To cut the cable, and make sail instantly, without waiting to weigh anchor.

Deaden a ship's way. — To impede her progress through the water.

Dead lights. — A kind of window-shutter for the windows in the stern of a ship, used in bad weather only.

Dismasted. — The state of a ship that has lost her masts.

Dog-vane. — A small vane, made of feathers and corks, to show the direction of the wind.

Dog-watch. — The watches from four to six, and from six to eight, in the evening.

Doubling. — The act of sailing round, or passing beyond, a cape or point of land.

Douse. — To lower suddenly, or slacken.

Down-haul. — The rope by which any sail is hauled down.

To Draw. — When a sail is inflated by the wind so as to advance the vessel on her course.

Drift. — Is when a ship drives with her side to the wind and waves, and is not governed by the power of the helm.

Dunnage. — A quantity of loose wood laid at the bottom of a ship, to keep the goods from being damaged.

Dunnage. — Is a word used by seamen instead of clothing.

Earings. — Small ropes used to fasten the upper corners of sails to the yards.

Ease. — To slacken gradually.

Edge-a-way. — To keep a ship off from the point of the compass whence she had been steering.

End-on. — When a ship drives to a shore, rock, &c., without an apparent possibility of preventing her.

Even keel. — When a ship is parallel with the horizon, a ship is said to be upon an even keel.

Fair way. — The channel of a narrow bay, river, or haven, in which ships usually advance in their passage up and down.

Fall aboard-of. — To strike, or encounter, another ship, when one or both are in motion.

Falling off. — Denotes the motion of the ship's head from the direction of the wind.

Fathom. — A measure of six feet.

Fid. — A square bar of wood or iron, with shoulders at one end, to support the weight of the topmast, when adjusted to its place at the head of a lower mast.

Fill-away. — To brace the sails so as to receive the wind in them, and advance the ship in her course, after they have been either shivering or braced aback.

Fish-hook. — A large hook, by which the anchor is received, and brought to the cat-head.

Flat-aft. — The situation of the sails when their surfaces are pressed aft against the mast by the force of the wind.

Flaw. — A sudden breeze or gust of wind.

Flowing sheet. — Is when the sheets are slackened, after a ship has

[illegible]

een sailing upon a win[illegible]
lowing sheet.
each. — To shoot ahea[illegible]
ard. — Towards the for[illegible]
— Is used in opposition [illegible]
der. — To sink at sea [illegible]
— Pumping is said to free the [illegible]
er that leaks into her.
ss. — When a gale increases, it is [illegible]
ency. — When a gale increases [illegible]
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— [illegible]
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— [illegible]
[illegible]
the wind. — [illegible]
sailing as near the wind as [illegible]
ween the anchors. — [illegible]
ound it and the [illegible]
[illegible]
ward. — That part [illegible]
[illegible] persons who [illegible]
t. — The rope which [illegible]
and when it is [illegible]
— The ship is [illegible]
moored.
[illegible]

Head-sea. — When the waves meet at the head of a ship in her course, they are called a head-sea.

Heave of the sea. — Is the power that the swell of the sea has upon a ship in driving her out of, or faster on, her course.

Heel. — She heels to port, — that is, inclines, or lies down, on either side.

Hold. — Is the space between the lower deck and the bottom of the ship, where her cargo, &c., is stowed.

Horse. — A rope reaching from the middle of a yard to its arms or extremities, for the men to stand on when they are loosing the sails.

Hull down. — Is when a ship is so far off that you can only see her masts.

To Heave in stays. — To bring a ship's head to the wind by a management of the sails and rudder, in order to get on the other tack.

Jeer-blocks. — The blocks through which the jeers are reeved.

Jeers. — The ropes by which the lower yards are suspended.

Jib. — The foremast sail of a ship, set upon a boom which runs out upon the bowsprit.

Jib-boom. — The spar that runs out upon the bowsprit.

Jurymast. — A temporary or occasional mast, erected in a ship in the place of one which has been carried away by accident.

Kedge. — A small anchor with an iron stock.

Keel. — The principal piece of timber in a ship, which is usually first laid on the blocks in building.

Keel-haul. — To drag a person backwards and forwards under a ship's keel, for certain offences.

Keckled. — Any part of a cable covered with old ropes, to prevent its surface from rubbing against the ship's bow or forefoot.

To Keep the luff. — To continue close to the wind.

Keelson. — A piece of timber forming the interior of the keel, being laid on the floor-timbers immediately over the keel, and serving to unite the former to the latter.

Kentledge. — Pigs of iron for ballast, laid upon the floor, near the keelson, fore and aft.

Knippers. — A large kind of plaited rope, which, being twisted around the messenger and cable, in weighing, binds them together.

Kumatage. — A bright appearance in the horizon, under the sun or moon, arising from the reflected light of these bodies from the small rippling waves on the surface of the water.

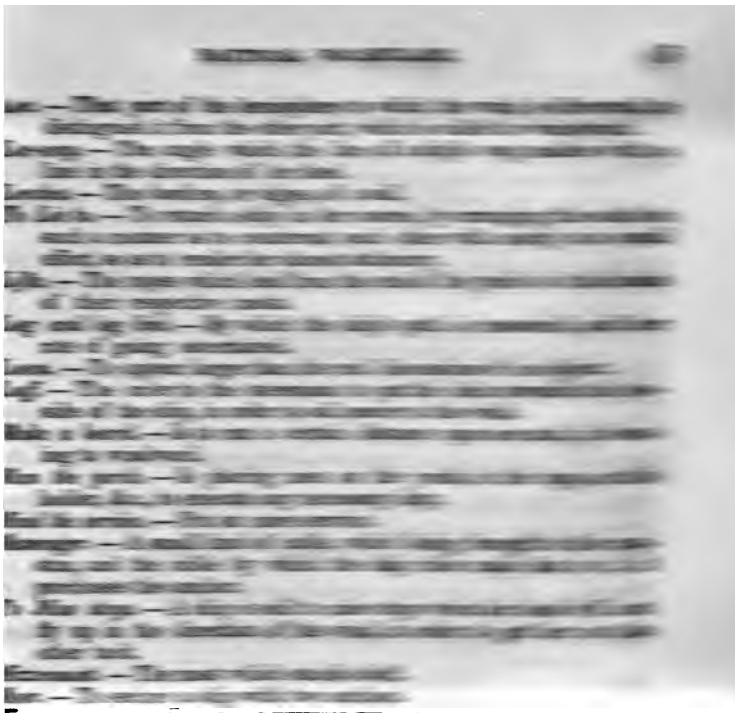
Laden in bulk. — Freighted with a cargo not packed.

Land fall. — The first land discovered after a sea voyage.

Land-locked. — The situation of a ship surrounded with land, so as to exclude the prospect of the sea, unless over some intervening land.

Launch ho! — Signifies that the object is high enough, and must be suddenly lowered.

Leading wind. — A fair wind for a ship's course.



Parting. — Being driven from the anchors by the breaking of the cable.

Pawl. — A short bar of wood or iron, fixed close to the capstan or windlass of a ship, to prevent those engines from rolling back, or giving way, when they are charged with any great effort.

To Pay away. — To slacken a cable, or other rope, so as to let it run out for some particular purpose.

Peak, to ride a stay-peak. — Is when a cable and fore-stay form a line.

Pennant. — A long, narrow flag, worn at the mast-head by ships of the navy.

Pitching. — The movement of a ship by which she plunges her head and after-part, alternately, into the hollow of the sea.

Point blank. — The direction of a gun when levelled horizontally.

Poop. — The highest and aftermost deck of a ship.

Pooping. — The shock of a high and heavy sea upon the stern or quarter of a ship, when she scuds before the wind in a tempest.

Port. — A name given, on some occasions, to the larboard side of the ship.

Ports. — The holes, in the ship's sides, from which the guns are fired.

Press of sail. — All the sail that a ship can set or carry.

Preventer. — An additional rope employed to support any other in a heavy strain.

Purchase. — Any sort of mechanical power employed in raising or moving heavy bodies.

Quarters. — The respective stations of the officers and people in time of action.

Quarter wind. — Is when the wind blows from that part of the horizon situated on the quarter of the ship.

Rake. — That is, to cannonade a ship at the head or stern, so that the balls scour the whole length of the decks.

Range of cable. — A sufficient length of cable drawn upon deck before the anchor is cast loose.

Ratlines. — Small ropes, fastened from shroud to shroud, forming a ladder to go aloft.

Ready about. — Implies that all the hands are to be attentive, and at their stations for tacking.

Reef. — Part of a sail, from one row of eyelet-holes to another.

Reefing. — The operation of reducing a sail by taking in one or more of the reefs.

Ribs of a ship. — A figurative expression for timbers.

Ride at anchor. — Is when a ship is held by her anchors, and is not driven by wind or tide.

Righting. — Restoring a ship to an upright position.

Right the helm. — Is to bring it into midships, after it has been pushed either to starboard or larboard.

Rigging out a boom. — The running out a pole, at the end of a yard, to extend the foot of a sail.

Road. — A place near the land where ships may anchor, but which is not sheltered.

[redacted]

Steady. — The order to the helmsman to keep the ship in the direction she is going at that instant.
Stem. — A circular piece of timber, into which the two sides of a ship are united at the fore-end.
Stem the tide. — Is sailing against the tide, so as to overcome its power.
Sternmost. — The farthest astern.
Sternway. — The motion by which a ship falls back with her stern foremost.
Stoppers. — A large kind of rope, to secure the cable abaft the bitts.
Stranded. — When applied to a vessel, means that she is run aground, and is lost.
Stream the buoy. — To throw the buoy into the water previous to casting anchor.
Strike soundings. — To touch the ground in endeavoring to find the depth of water in a harbor, or road.
Sweeping. — To drag the bight of a rope on the bottom, in order to obtain an anchor or any thing that may be lost.
Tafferel. — The uppermost part of a ship's stern.
Tompion. — The bung, or piece of wood, by which the mouth of a cannon is filled, to keep out wet.
Taut. — Improperly, though very generally, used for tight.
Tier. — A row of guns, or any thing else.
Tiller. — A large piece of wood, or beam, inserted into the head of a rudder, and by means of which the rudder is moved.
Traverse. — To go backwards and forwards.
Trice, trice up. — To haul up and fasten.
Trip the anchor. — To loosen the anchor from the ground.
Trough of the sea. — The hollow between two waves.
Truck. — A round piece of wood put on the tops of flag-staffs.
Trysail. — A small sail used in blustering weather.
Unbend. — To take the sails off from their yards and stays.
Unbitt. — To remove the cable from off the bitts.
Under way. — When a ship is sailing, she is said to be under way.
Unfurl. — To unloose.
Unrig. — To deprive a ship of her rigging.
Veer, or wear, the ship. — To change a ship's course from one tack to the other.
Veer away. — To let a rope, or cable, run out.
Wake. — The path, or track, impressed on the water by the ship passing through it.
Wales. — Are strong timbers that go round a ship, a little above her water-line.
Waist. — That part of a ship contained between the quarter deck and forecastle.
Water-line. — The line made by the water's edge when a ship has her full proportion of stores, &c., on board.
Water-borne. — The state of a ship when there is hardly sufficient depth of water to float her off from the ground.

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was observed in their treatment toward us and their own children. Habits of industry were inculcated upon all, and the precept, "Be independent of all," was often repeated, and became so thoroughly ingrafted, as to be a kind of fixed principle in after life. At the age of nine years, I was placed at the Roxbury Grammar School to receive an English education; an institution, as before stated, considered to be at that period among the best in the state. Here I made considerable progress in the elementary branches, and can even now distinctly recollect the ambitious aspirations which actuated me, and by which I was incited to diligence in the acquisition of knowledge. This disposition was, however, in a great degree induced by the wholesome advice received from my relations, and by the custom of devoting a portion of time every day to manual labor, which was greatly beneficial, not only in establishing habits of industry, but also in laying the foundation of a firm and vigorous constitution. Two years had now elapsed, and I had rapidly progressed in my studies, when my mind first became agitated with reflections on my future course in life, and schemes of worldly prosperity and distinction suggested themselves to my imagination. Often, when my father visited me on his return from sea, would he portray in glowing colors the scenes he had witnessed in foreign lands, and then recite the wonders of a seafaring life; but when he perceived that enthusiasm awakened which such descriptions are so well calculated to excite in a youthful bosom, with parental tact, and with a master-hand, he would throw a sombre aspect over the whole picture, and, to smother every predilection which I might have entertained for such a calling, would then recount the perils and privations of an ocean life. But his efforts were fruitless; my partiality for the sea "grew with my growth, and strengthened with my strength." My young imagination was often wound up to the highest pitch of excitement at the idea of exploring the trackless ocean; and to me the prospect of treading the quarter deck, as

voyage. Cloud-capt mountains, stately spires, and gorgeous palaces, would now bound the prospect before me; now I would find myself wandering in the midst of some great metropolis, lost in admiration at the greater than Oriental splendor around me; and again, by that mysterious influence which all have felt, and none can unravel, I would be angrily tossed in the midst of an awful hurricane upon the heaving bosom of the deep; thus experiencing, in the short space of a few unconscious moments, the delightful emotions arising from the most exquisite enjoyment, to be followed by that intense and overpowering agony with which we contemplate some dreadful and impending calamity. Time glided on; my inclination in favor of the sea was unchanged; and, despite the opposition of my father and uncle, my determination had become unalterably fixed to abide its toils and dangers.

The fourth year of my schooling had expired, and as I was considered competent to act as a clerk, I was placed in the store of a merchant at K——, a relative of the family, and with whom my uncle was upon terms of the closest intimacy. This was to me a source of keen disappointment; I saw at once that all the fairy schemes which had so long dazzled and delighted me, and excited such brilliant hopes of future success, were utterly frustrated; and it was only by the earnest persuasion and efforts of my friends, that I at length became partially reconciled. Accordingly, a day was fixed for my departure, previously to which, I received much admonitory counsel from my good old relative. Time, with its ever-withering influences, has not erased from my memory the solemnity of his manner, when, the day before my departure, he drew me aside, and said, "George, you are now about to enter upon the world, and will soon be far beyond the control and friendly advice of those who love you. You will be thrown upon your own resources, and it will depend much upon yourself what your future condition in life may be;" and then, with great earnestness, he continued,

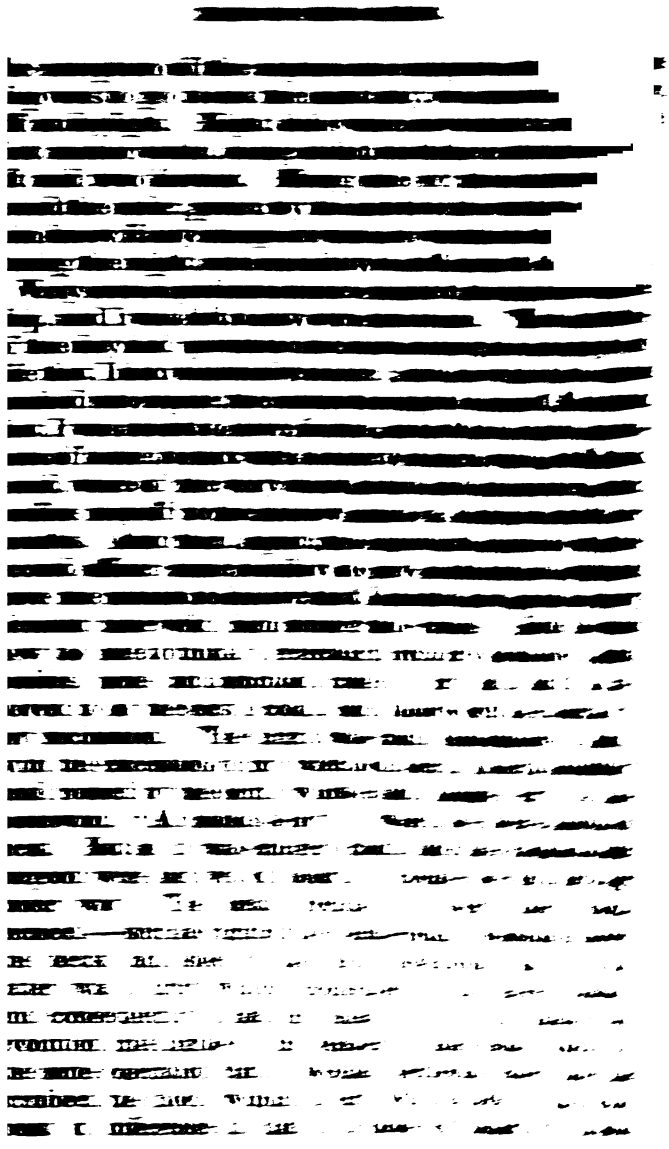
undone, on the part either of his family or himself, to render my situation agreeable. I at length plainly acknowledged to him that my present occupation was not at all congenial to my feelings, and requested him to write to my relatives in Roxbury, that a situation might be procured for me in Boston. This was accordingly done; my request was complied with by my uncle; and although I felt regret at leaving the hospitable roof and amiable family of Mr. D., yet my contemplated residence in Boston afforded me great delight, and it was with more of rejoicing than otherwise that I bade a final adieu to the pleasant town of K——.

I had been fourteen months absent from my uncle's mansion, when I again entered it with a feeling of foreboding that my reception would not be so cordial as it was wont to be. The result proved that my apprehensions were not groundless. It so happened that my uncle was the first person I met, who, in rather a caustic manner, said, "George, you have not done well; you have left a good business and a kind master; and I am very fearful, although I have procured you a good situation in Boston, that your strong inclination for a seafaring life will lead you to the commission of another act similar to this." I promised him that I would endeavor to subdue my inclinations in that respect, and without delay entered upon my duties as a clerk in the counting-house of Messrs. B. & J. W., importing merchants. Here, certainly, a desirable opportunity was presented of advancing my fortunes; and, had I remained contented to complete my term of service with these gentlemen, I should, in all probability, at this time, in common with my fellow-clerks, be engaged in mercantile pursuits. Time glided on; my career was smooth and promising, and, according to the assurances I had given my uncle, I endeavored, by sedulous attention, to fix my mind to the business in which I was engaged, although possessing no very strong relish for the incessant drudgery of an under-clerk. About this time, however, a circumstance occurred which again

thence to China, and back to the United States. But rumor, with great plausibility, represented the design of the expedition was to force a trade in the Spanish ports of the western continent, then declared illegal except for Spanish vessels; which was rather confirmed from the fact of the ship mounting twenty-six guns, with a complement of one hundred men. As the vessel was expected to sail in about fifteen days, the first officer, Mr. L., eyeing me askant, remarked, "My lad, you had better go on shore and exchange your long togs for a sailor's rig, and come on board, that you may get used to the ship before she goes to sea."

I was now satisfied. The brilliant hopes upon which my imagination had so long feasted seemed at last to be attained. A career of dazzling adventure was before me. It was one of my own choice and seeking, despite the anxious entreaties and untiring efforts of my friends to change it; and whether these sanguine expectations have been fulfilled, in the twenty long years of toil and suffering through which I have struggled, I will leave the reader, in the sequel, to judge.

About three o'clock in the afternoon, the greater part of the crew being on board, preparations were made to haul into the stream. Various orders were given in quick succession, but as one half of them were to me unintelligible, it was a source of consolation to know that there were many on board in a similar predicament. The boats were now ordered to go ahead with the tow-line, the fasts were cast off, a range of cable was overhauled, and the anchor got off the bows, ready to be let go. These last two items of duty are always performed when a ship is about to come to an anchor. Twenty or thirty fathoms of the cable, according to the depth of water, are generally hauled upon deck, and the parts overhauled round the windlass, so that there may be no impediment when the anchor is let go; and when the anchor is clear of the bows, it is suspended by a single rope, so that, when the ship gets to her anchorage, and the order is given to "let go," all may be clear, and the ship brought to in her proper berth. It being quite calm, we were quickly towed from the wharf to the anchorage; and it was a little curious to witness the pride and anxiety of the officers to make the ship look well. This was done by hauling every rope taught, and squaring the yards with the lifts and braces, at the command of the second officer, who went in a boat some distance around the ship. It may here be remarked, that a good seaman takes just as much pride in the appearance of his vessel as a lady does in that of her drawing-room; and no surer indication of an officer's nautical skill is wanting, to the practised eye of a sailor, than the appearance of his ship while lying at anchor in port. After every thing was put in "ship-shape" order, as a sailor would say, the anchor watches were set with four men in each, to be relieved every two hours. It is not usual, however, in merchant vessels, to have more than two men in an anchor watch; but as we had a large crew, the number was increased. The watches were so regulated as to have two able seamen and two green hands in each. By this time the crew were all on board, with



with a bundle of rope-yarns tied snugly together, with a piece of rope in the end for a handle.

The weather still remaining calm, the ship's company were employed in the necessary work of a ship previously to her going to sea, such as getting studding-sail-booms on the yards, reeving the geer, and seizing on the chafing mats, &c. &c. About mid-day, the captain and surgeon came on board; and it may not be amiss, in this place, to make the reader acquainted with the ship and her crew.

The ship, then, was about six hundred tons' burden, completely fitted out for a long voyage; one hundred and eight souls composed her crew, eighteen of whom were officers, sixty able seamen, and thirty green hands; mounting twenty-six guns, nine and twelve pounds' calibre. Capt. W. was about fifty years of age, stout and robust, moral in his deportment, with great urbanity and mildness of manners, and of high repute in his profession. Indeed, he appeared to be more like the father of a family, on board of his ship, than one who has the right to exercise supreme command. During the whole voyage he was in all respects a cool and intrepid commander, as well as an honorable and feeling man. The chief officer, Mr. L——, was a man of some intelligence, master of his profession, but very passionate and vindictive: he would make every man toe the mark, as the sailors used to say: he acted rather as a sailing-master, and great confidence was reposed in him by the captain. The second officer, Mr. C., of whom I have had occasion to speak, was, as we might say of a diamond, a salt of the first water. He was of low stature, thick, and strongly built, had a face which looked as if it had been pelted by many a storm, with a strong, muscular arm, and a fist which might strike a blow equal to that of a sledge-hammer; he was about forty-five years of age, with a constitution that had not yielded to the hardships of a sailor's life, and, as the sailors used to say, he was as good a seaman as ever took marlinspike in hand. The third officer, Mr. K., about twenty-six years

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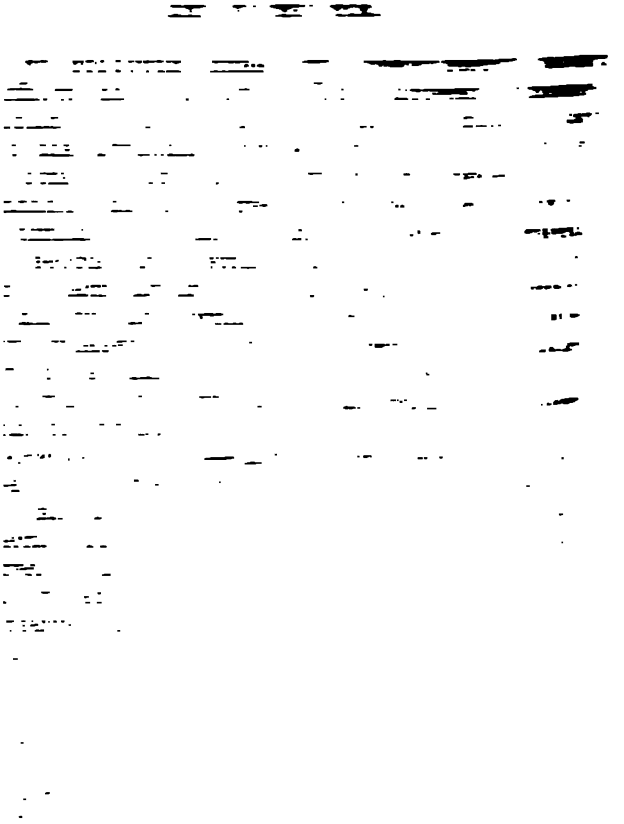
commenced the work of getting under way; not, as is usual in merchant vessels, by heaving the anchor up with the windlass, but by the capstan. This is performed by the use of a rope, which is called a messenger, one end of which, the standing part, is made fast to a ring-bolt, or some other secure place; the other end being rove through a block which is made fast to the cable, and then taken to the capstan, and in this way the anchor is hove up more expeditiously. The sails were now loosed and quickly set, the yards braced so as to cant the ship to port; and we were soon under way, with top-gallantsails set, standing down Boston Bay, and bidding adieu to my native land. I sighed and turned away, and at the same moment heard the pilot call out to loose the royals. On board of merchant vessels, loosing and furling the light sails is the duty of the boys; so I sprung into the mizzen rigging, and got on the royal yard, loosed the sail, which was quickly set; this was my first feat of seamanship, and I felt no little pride after it was accomplished.

The wind continuing light, we set studding-sails alow and aloft; but as we approached Nantasket Roads, the wind hauled round to the eastward, and we came to an anchor at 3 P. M., and took this opportunity to house the guns, which means running them in board, and placing them fore and aft, and securing them, as well as the long-boat, spars, &c. &c. At 6 P. M. all hands were summoned aft, the watches were chosen, and the men stationed. On board of a ship, the crew is equally divided into two watches, which, by way of distinction, are called the starboard and larboard watches; each watch serving four hours, excepting from 4 to 8 P. M.: this is divided into two watches, called by sailors the dog watch. The starboard watch fell to my lot, and nere I was again with my old friend, the second officer, Mr. C. After this was finished, the captain addressed the crew as follows: "Now, my men, we are under way for a long, and perhaps a perilous voyage, and I expect every man on board will obey the discipline of this



rium, the concussion of the fall making me discharge the whole contents of my stomach on the weather side of the quarter deck. This was a mortal offence, especially as sailors are not allowed to go to the weather side of the quarter deck at sea. "Hallo," cried Mr. C., "lost your sea-legs, hey? recollect, sir, there is nothing hove on the weather side but hot water and ashes; away forward, and get a swab." This being done in a bungling way, he took hold of me by the arm, not in a very pleasant mood, and led me to the main rigging, and, placing the end of the reef-tack in my hand, a two and a half inch rope, said, "There, sir, if you don't know the names of all these ropes by the time the watch is up, I will give you the end of this on your back." If his former harangue, when I was getting my chest on board, made a sensible impression, this last threat made a much deeper one, for I not only knew the names of the ropes by the time specified, but the sickness left me in about an hour, and after that time I was never troubled with it again.

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state, in this place, that this ship differed from the generality of merchant vessels: on account of her armament and large crew, the men were all regularly stationed as on board of a man-of-war. There were the after-guard, waisters, forecastle-men, and top-men; and never, unless on some very extraordinary occasion, were all hands called. This is not the case with merchantmen in general; for, on every occasion to reef, or take in sail, or any other extra duty, all the ship's company must be at work; and I have known, on board of some ships, all hands to be called half a dozen times in a watch. Seven bells were now struck, the larboard watch was called, and the boatswain piped to breakfast. This was not a very comfortable meal, for I had not fairly got my sea-legs on, and did not care to risk my head in going to the caboose, to get my tin pot of coffee.

At 8 A. M. the sea became more regular; consequently the ship had less motion: the watch below turned in, while the larboard watch performed the duties of the ship.

December 9. — The wind had now become more moderate; but as we were in the southern edge of the Gulf Stream, there was yet a heavy cross sea. Innumerable porpoises were scampering away towards the north-east, like a herd of deer with a pack of hounds on their trail; and I heard some of the men say, that we should be sure to have a blow from that quarter; for sailors have a sign in every thing, and no people in the world are more superstitiously inclined. I once heard an old seaman say that he belonged to a ship in which, during the previous voyage, a man had been murdered; and he roundly affirmed that he saw the ghost of that man, in the shape of a rat, come out of the forecastle, and go up the main-stay into the top; and this was done, he said, every night at 12 o'clock precisely, and although the crew supposed they had killed it several times, yet the rat continued to go up the main-stay during the whole voyage. The north-east blow, however, as predicted by the course of the porpoises, did not come, for the wind continued to

the weather being perfectly clear, with a smooth sea, I had a delightful opportunity of beholding the sun rise at sea. This was a sight I had long coveted, because I had heard much about it; and although it has been said that the scene wants the accompanying beauties of the landscape, singing of birds, &c., yet, to my mind, to behold the sun rising from beneath a well-defined horizon, in majestic splendor, when there is not a cloud to be seen in the blue arched canopy of the heavens, while the eye ranges over the interminable waste of waters, not only surpasses in beauty the rising of the sun on shore, but it also inspires the beholder with a feeling of the most profound awe and reverence in the contemplation of that Almighty Being who has made and upholds all things by the word of his power.

December 23. — The ship having now run far enough to the eastward to make the north-east trade winds fair for crossing the equinoctial line, we were in a proper position so that, when we took the south-east trade winds, we might be far enough to the eastward to weather away Cape St. Roque, and have plenty of sea room. Our position then was 30° north latitude and 38° west longitude, when we bore away to the southward, and in two days, that is, on the 25th, we took the north-east trade winds in latitude 26° 40′ N. The weather had now become steady, and the wind uniform; many of the young men on board wrote up their journals from the ship's log-book, and were taught navigation, as well as the use of the quadrant, by the first officer, Mr. L.

It would have been a curious spectacle for any landsman, as it was to me, to have seen the various employments which were now in operation. On one side of the deck, the carpenter and his mates were building a boat; on the other, the boatswain and his crew were laying up rope; on the leeward side of the quarter deck, the sail-maker and his gang were repairing and making light sails; while the remaining part of the watch were knotting yarns, making sinnet, wads, wad-bags, &c. Our ship by this time had become completely disciplined

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This part of navigation I had a strong desire to learn, and determined to make myself a lunarian ere the voyage should close.

As we were now approaching the equinoctial line, being in 12° north latitude, the wind became lighter, and I heard a faint buzzing among the old salts about the visit of old Neptune to his children, which I then believed was no farce, until ocular demonstration convinced me otherwise, as will hereafter be shown.

January 3. — The wind now had become very light and variable, and the weather squally. As we expected to have much rain, preparations were made to fill up our water-casks; and in this we were not disappointed, for on the morning of the 5th January, when in latitude 3° north, it commenced to rain at 8 o'clock, and did not cease, only at short intervals, the whole day, during which time we caught 2000 gallons of water. After this, the wind, on the 6th, sprung up moderately from south-south-east, when we braced up our yards on the larboard tack; and as we expected to cross the line the next night, preparations were being made for the reception of old Neptune — such as dressing two of the oldest sailors to personate him and his wife; throwing over a tar barrel on fire; and hailing the sea-god from on board.

All this buffoonery was performed after dark, and so managed as to be kept a secret from the green hands.

And here I must not omit stating, that this foolery was sanctioned by the captain and officers, very much to their mortification afterwards, as the scene of confusion which ensued had like to have closed with a mutiny. On the next morning, the 8th, the play began; the green hands were confined in the forecastle, one at a time being sent up blindfolded, who was then received by his majesty of the sea, and the operation of shaving commenced.

The lather consisted of slush mixed with the dirty water of the grindstone tub; the razor was a piece of old iron hoop: the face being well besmeared with this

CHAPTER IV.

MOON-RISE AT SEA — HEAVY SQUALLS — ROUNDING CAPE HORN. — EXCURSION IN SEARCH OF WATER, &C. &C.

January 10. — Saw this morning great numbers of bonita and albacora round the ship, — not unwelcome visitors, as many of the former, and some of the latter, were taken, which gave all hands a fresh mess, always a great luxury to the salted stomach of a sailor, who is sometimes fifty or sixty days with salt beef one day and salt pork the next. In this ship, however, there was an exception, flour being served out to each mess every Sabbath day to make pudding, or, as sailors call it, "duff." The trade wind being fixed at south-east, and the weather surpassingly fine, this favorable opportunity was taken for getting the small arms, such as musketry, pistols, &c., in complete order, and in making cartridges; and as the boatswain had completed making a great quantity of ratling stuff, a boarding-netting was made out of the same, to go all the way round the ship. This netting was ten feet in height, from the upper part of the bulwarks, and triced up to stanchions fitted for that purpose. Now, every aspirant had a fine opportunity for improvement, as the officers were never backward in communicating a knowledge of seamanship and navigation; of which many of the young men took advantage. On one occasion, when I was in the steerage, copying from the log-book into my journal a day's run, the second officer, Mr. C., being present, to instruct, said to me, "Young man, I favored you while crossing the Gulf Stream, in that bit of a blow, for I was fearful that your body would get the better of your flippers, and

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watch — musing on the fond recollections of home, and the associations connected with it, I was roused from this reverie, to behold the moon rising with solemn grandeur in a cloudless sky. Nothing could be more impressive; for now a profound silence reigned throughout the ship, and nought was to be seen save this pale queen of night, ascending to perform her rounds, (with here and there a brilliant gem, that decked the azure vault,) and the wide-spread ocean, which seemed almost boundless as infinity, and the bark, now floating o'er the blue wave. All this brought forcibly to my recollection the reflections of David, as portrayed in the inimitable psalm: "When I consider thy heavens, the work of thy fingers, the moon and stars which thou hast ordained," &c. Although surrounded by a numerous crew, I could not help feeling that my situation was lonely; yet the wholesome admonition of my good old uncle constantly reiterated in my ears, especially that part which admonished me to excel in my profession.

January 19. — When in the parallel of Cape Frio, I again heard the welcome sound of, "Sail ho!" which proved to be a ship steering to the westward, as we supposed bound to Rio de Janeiro. The wind continued steady at south-east, and the weather being fine, we took this opportunity of getting our large guns below. Nothing material occurred until the 26th, when we passed the latitude of Rio de la Plata, and did not, according to our expectation, experience any of those severe blows, called by the Spaniards Pomperos, so usual at this place. The winds now became variable, and the weather squally, until we reached the parallel of 40° south. On the morning of the 6th February, the wind being light at south-east, saw heavy, dense, black clouds in the south-western quarter, driving furiously to the north-east. All the light sails were immediately furled, the topsails close reefed, courses hauled up and furled, and the yards braced so as to take the wind on the starboard tack. For a few minutes there was an entire calm; suddenly the ship was struck

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longitude, 64° 30′ west; having made the passage in seventy days.

The wind now hauled to the south-west, and increased to a gale, with violent hail squalls; and at 5 P. M. saw Staten Land bearing south-west, and at 6 we wore ship to the south-east. The frequency of these terrible hail squalls brought to my recollection the conversation with Mr. C.; and as I had often been advised, by the sailors, to give the owners one hand and use the other for myself, I found their caution to be absolutely necessary, especially in these severe squalls; for on that night all my strength was put to the test, while endeavoring, with some 30 or 40 men, to furl the mainsail, which could not be accomplished in less than an hour, such was the violence of the wind; the rain and hail pouring upon us in torrents, so that I became entirely benumbed, and had to lash myself with the earring to the yard-arm, to prevent falling overboard, having almost lost the use of my hands.

In this blow the fore-topsail blew out of the bolt-ropes, and several other sails were split to pieces. We had now got our head fairly up to the curved land off Cape Horn; and although I had heard much about the bad weather, yet every account failed, in its description, to the reality which we now experienced. For several days neither sun, moon, nor stars, were seen, and the ship constantly under close-reefed fore and main-topsails, and reefed foresail, with a tremendous heavy sea running.

We continued endeavoring to get to the westward, but made very little progress. On the 25th, observed in latitude 57° 30′ south, and not having had an opportunity to take a lunar observation, the longitude, by computation, from our last departure from Staten Land, was 70° 30′ west. This, however, could not be relied upon, because there is constantly a strong easterly current, and instances have not been wanting where ships have judged themselves to the westward of the Cape, and have actually borne away to the northward, when at the same time they were to the eastward, and the first land that they saw was about the Rio de La Plata.

the eastward, and supposed it to be the reflection from the clouds; but, with the aid of the spy-glass, it was soon discovered to be wind, driving furiously from the eastward. All hands were now in motion; we lowered away the yards, and clewed up the sails; the hands sprung aloft, and furled all but the fore-topsail, which was close-reefed; the ship was now put before the wind, amid the roaring of the elements; preventer-lashings were put on, to secure every thing about deck, and preventer-braces, on the fore and fore-topsail yards.

Night came on, and the scene was terrific; what with the howling of the wind, the hoarse bellowing of the thunder, the vivid lightning, and the tremendous heavy, rolling sea, which broke in on either beam; her stern now lifted by the sea, and her head plunging into the vortex below; the stately ship, nearly 600 tons' burden, looked comparatively like a nutshell on the waves.

It was a fearful night, and made the stoutest hearts on board quail. At midnight, the violence of the sea stove in our stern boat, which was immediately cut away from the gripes, and we also lost both swinging booms. During the whole night, the ship was driven with maddening impetuosity, by the violence of the gale, twelve miles per hour. Towards daylight, March 1st, the gale became steady, and more moderate; and the ship was kept away a little to the northward. At meridian, we observed in latitude 56° 58′ south, and no land being in sight, of course we were to the westward of the westernmost land of the Cape.

Having now fairly doubled Cape Horn, I considered myself to be a piece of a sailor, as I had endeavored to improve every opportunity to become acquainted with the duties of a seaman, and in this I was greatly assisted by Mr. C., who, as I thought, appeared to take great pleasure in getting me forward.

March 2. — The wind became steady, and hauled to the southward, with strong breezes, and clear; and as we lessened our latitude, the weather became proportionably good.

nance, especially on the south side, for we examined it thoroughly.

We stood boldly into the south side, until within a mile and a half of the island, it being the intention of Captain W. to send the boats on shore to get water, if they could land. Accordingly, two boats were manned and despatched, myself being one of the number; each man taking his hook and line, to fish. In approaching the beach, we found it impossible to land, the surf being so great, the whole shore being lined with rocks. In this, we were much disappointed; the chagrin, however, did not last long, for, to our great joy, when we commenced fishing, we caught them in such numbers that, in two hours, we loaded both boats with the finest fish I ever ate. This proved to be a great treat to the officers and crew, and amply compensated us for our disappointment in not being able to effect a landing. This night, lay off and on, keeping the island full in view, with the expectation that we might be able to land in the morning.

At daylight, on the 11th, sent away the same two boats with the fishing-gear, some muskets, and ammunition. The wind being lighter than on the preceding day, and the surf not so high, it was therefore agreed that one boat should endeavor to land, while the other was to remain off, to fish. Accordingly, the boat to which I belonged proceeded; and with great difficulty, and at the hazard of our lives, we succeeded in gaining the beach. After securing the boat, we took our muskets, and went in search of water, the prospect of success being very unpromising, for every where the land presented an exceedingly barren appearance, without shrubbery or vegetation, consisting principally of high, shelving rocks, and now and then might be seen some prickly pear bushes, as a kind of relief to this rugged scene. After the most diligent search, our efforts proved fruitless, and no water was to be found in any quarter. About a mile and a half from where we landed, near to a sand-beach, there was a small piece of ground, which

appeared to have been cultivated, as we su
men who had been left on the island to
which had formerly been taken here in great n
There were also the remains of what probably h
a hut in which they lived. Here, again, w
our search, supposing that, as this location
chosen, fresh water could not be far off; but
were disappointed. The day now being fa
third officer, who commanded the boat, th
to give over the search, and get on board
could. We proceeded, therefore, with all
spatch, and in passing a narrow defile of roc
herd of goats, which, being exceedingly fri
up an acclivity of rocks, that seemed near
with as much apparent ease as if they h
ground. Our surprise was so great at seeing
we had scarcely presence of mind to fire; an
did, it was so much at random, that we
We reached our boat at about 4 o'clock,
difficulty, the surf being high, joined our c

During our absence on shore, the jolly-boat was sent for eggs, which were found in so great abundance on a small island detached from the main island, that the boat was soon loaded, and towed off to the ship with them. The birds here were so numerous and so tame, that we found great difficulty in driving them away. We killed and took a great many. Some were nearly similar to the wild duck, but the most delicious were the young boobies, which, previously to their going to sea, are quite as great a delicacy as the canvass-back duck. And now, having fish, fowls, and eggs, in great abundance, we fared sumptuously. All hopes of getting water being now at an end, it was determined to leave the island, and to proceed to the coast of Chili. Accordingly, the boats were hoisted in, sail was made, and we steered away to the westward.

CHAPTER V.

OBJECT OF THE VOYAGE EXPLAINED TO THE CREW — COMMENCEMENT OF TRAFFIC ON THE COAST OF CHILI — BAY OF COQUIMBO, &c. &c.

March 12. — This day we had fine, pleasant weather, and the ship was hauled up so as to make the land near Conception Bay. At meridian, all hands were called aft, and addressed by Captain W.

"My men," said he, "no doubt some of you have perceived our destination before this time; I will now explain to you the nature of our voyage. We are about to run on to the coast of Chili, and from thence down the coast to California. Our business is a forced trade, and we shall be likely to meet with opposition, and fall in with Spanish cruisers. It is not my intention to run the ship into any fortified port, or to engage any vessel of greater force than ourselves; there will be, however, some risk, as there always is in a contraband trade, and I have taken this opportunity to let you know, that, if the ship is taken by the Spaniards, we shall not only be made prisoners, but shall also be confined in the mines. I expect, therefore, every man will do his duty, and never strike the American flag. And as we shall necessarily have much work to do with our boats, to transport goods on shore, the greatest precaution will be necessary, so that you may not be entrapped by the Spaniards. I have no fears as to the final result of this voyage, for we have a ship that is quite able to take any thing in these seas that wears the Spanish flag, except it may be a frigate."

At the conclusion of this address the men gave three cheers; for all hands had the greatest respect for, and the strongest confidence in, Captain W.

[redacted]

March 16. — This morning, ran in, and, at 10 o'clock, came to, with the small bower, in fourteen fathom water, abreast of the southern point of Conception Bay. The land on this coast is exceedingly barren, although in the interior it is fertile, vegetation abundant, and the grape is cultivated; there being some extensive vineyards, from which wine is made in large quantities, and sent to every part of the coast of Chili.

While here, we had abundant reason to speak well of the grape, both as to its delicacy and richness, for great quantities were brought to us from time to time.

At 11 A. M., sent our boats on shore, as on the preceding day; they returned about 1 P. M., bringing two swarthy-looking Spaniards, very meanly clad.

Our steward, being a Spaniard, acted as interpreter, through whom it was ascertained that, notwithstanding the appearance of these men, they were, nevertheless, rich, and wished to purchase goods to the amount of $20,000, if they could be safely landed. They also stated we had chosen a bad place to anchor, because the ship would be seen from the city of Conception. It was then determined to get under way at dark, and stand off and on, so as to keep out of sight. In the mean time, these Spaniards were to purchase the goods, and we were to land them under cover of the night. This arrangement being made, the boats were despatched with the Spaniards to bring off their specie. At 5 P. M., they returned, bringing the money with them, and, according to previous arrangement, we got under way, stood off and on, and, at about midnight, they finished their purchases, to the amount of near $20,000, which were packed, stowed in the boats, and sent on shore. They were landed without accident or interruption, the boats returned, and all on board were well satisfied with the commencement of our trade.

March 24. — During the preceding days, nothing material occurred, except that we were constantly looking out for landing-places and settlements on the coast, between Talcahuana and Conception. We found it

almost impossible to get on shore with our b
coast between the two latter places lies entirely
the Pacific Ocean, and consequently there is
a very heavy surf running. We, however
landing about 20 miles south of Tubal
without great hazard of our lives, and succe
sale of about $5000 worth of goods.

March 27. — Having now ascertained
more could be done on this part of the
determined to go further to the leeward,
were fearful that the Spanish cruisers
mation, if we remained any great length
point. Although Valparaiso was the next
ward, yet, it being strongly fortified, and at
of the year a rendezvous for men-of-war,
touched at nor passed near to it.

March 30. — During the last three days, we
and were employed in exercising our guns, fit
venter-slings to our lower yards, and altering th
work outside, in order to deceive those Spania
might have seen the ship to windward.

***March* 31. — Stood in to make the land about Coquimbo. This day an alteration was made in the stations of our crew, and I began to perceive Mr. C., the second officer, to be my friend; for, through his influence, I was transferred from the mizzen to the main-top, and appointed to pull the bow oar in one of the cutters. The latter was an advancement I had no reason to look for, because none but the most trusty and fearless were selected for that duty. At sunset, saw a number of spermaceti whales, which were easily distinguished from the right whale by some of our seamen, who had formerly been engaged in the whale fishery.**

At 9 P. M., the wind became very light as we shot into a school of these monsters of the deep. While we distinctly heard the deep-toned breathings of some as we lay nearly becalmed, others were plunging with fearful rapidity under our bottom, appearing on the other side close to the vessel. They continued round the ship during a great part of the night, to the no small

dismay of some, but to the great delight of others, who had frequently been eye-witnesses to scenes of a similar character.

April 1. — At 6 A. M., saw the land, distant 12 leagues. The breeze freshening, we made all sail and stood in. The coast made was between Point Bellena and Coquimbo. The appearance of the land was high and exceedingly rugged; the shore presented an unbroken line of rocks, and seemed to defy the skill and management of any boat's crew to land; but as our business was to effect this, if possible, after running close in, two boats were manned, armed, and despatched to reconnoitre, and effect a landing, if practicable. As before stated, being appointed bow-man of one of the cutters, of course I was of the number. On approaching the shore, we found it utterly impossible to land, such was the violence of the breakers, dashing against the rocks; and the heavy rollers, which broke at a considerable distance outside of them, presented an insurmountable barrier, and left us no alternative but to return to the ship.

At 3 P. M., after the boats were hoisted in, the mast-head men, who were always aloft during the day looking, sung out, "Sail on the larboard bow!" This was the first vessel we had seen this side of Cape Horn, and, as we were now engaged in a contraband trade, the cry of "Sail ho!" created an unusual excitement. It was so in this instance particularly, as all hands were called to quarters, the decks cleared, and every thing put in readiness for action. We hauled upon the wind, on the larboard tack, and the vessel, which proved to be a ship, passed five or six miles to the leeward of us. Captain W. concluded that she was a whaler, bound into Coquimbo for supplies. It seemed to be necessary, however, for us to ascertain her character, it being the intention of Captain W. to go into Coquimbo also, as our supply of water was now getting short, and as we should run little risk, there being no fortifications at that port; we immediately bore away, and before sunset were sufficiently near to make her character to be a merchant vessel.

[redacted]

offered to assist us in procuring water and supplies. They also expressed much satisfaction, being in want of goods, when they understood we had such articles on board as would suit them. As we had heard of the faithlessness of Spaniards, we did not place much reliance on their apparent friendship; consequently, every precaution was taken. A few casks only were landed at a time, and those under cover of a strong detachment of our men, well armed; and the launch having a swivel mounted on her bow, and anchored near the beach, to protect the party filling the water-casks, who were within gun-shot, afforded ample security against all danger.

These arrangements being made, we proceeded without molestation, and in about three hours filled all the casks which we brought with us, rolled them to the beach, slung them, and proceeded on board. We continued our labors without interruption two days, and, to the no small satisfaction of Captain W., completed our watering, succeeded in purchasing, at a very low rate, three small bullocks, which were killed on shore, and supplied the whole ship's company with fresh provisions for several days.

April 5. — The boats were employed for several days going to and from the shore, bringing with them those who wished to trade. The captain of the Spanish ship made large purchases. On the 12th, the Spaniard got under way, and proceeded to Callao, the port of his destination, and, on the 14th, our land communication was broken off in consequence of the arrival of a large body of soldiers sent from the interior to prevent our trade. The colonel of this detachment, however, offered to let us trade, if a duty of 20 per cent. were secured to the government. But Captain W., suspecting a decoy, refused to have any further communication with the shore at this place.

The Bay of Coquimbo lies in the parallel of 29° 56′ south, and 71° 16′ west longitude. This is a perfectly safe and good harbor where vessels may ride securely

against all winds, having good anchorage-ground in from 10 to 15 fathoms water, and is easy of access, having a wide entrance, and may be known, when running down the coast, by a remarkably high bluff, which forms the southernmost point to the entrance of the bay. The land near the seaboard is high and sterile; but in the interior, especially in the valleys, it is rich, producing spontaneously the grape in abundance, as well as the peach-tree, which yields the finest peaches I have ever eaten. In this region are mines of copper ore, and near this place a vein has been discovered to the extent of twenty leagues, and, no doubt, when the art of smelting is made known to the Spaniards, will become a source of vast revenue.

From the town of Coquimbo to St. Jago, the capital of Chili, the distance is about fifty leagues. The communication is kept up by a road, or rather a path, rudely constructed, and the travelling is attended with much difficulty and danger, because of the narrow passes and numerous precipices, which are frequent as you go over the mountains. All travelling and transportation are performed by mules; these animals being so perfectly trained, that they will go along safely over the narrow passes, with their yawning gulfs beneath, where a man would scarcely venture to perform this task on foot.

In the offing may be seen the first range of the perpetually snow-topped Andes, or Cordilleras, the highest elevation of which is the peak of Chimborazo. No sight can be presented to the human eye, or mind, more truly sublime and magnificent, than to behold the sun rise from behind those lofty summits, and from beneath an apparently well-defined horizon of snow; while a thousand variegated hues are reflected by its rays in the clouds which lie between the top of the mountain and its base. The intervening land, strongly contrasted with the light and shade thrown upon the clouds, forms at once the most magnificent and picturesque view the imagination can conceive. I shall not forget my feelings as this sight first opened to my view, in a morn-

ing watch, when the silence and solitude of night were dispelled by gray-eyed morning, and the rising beams of the sun, scattering the mists and vapors from the land, presented to my vision the scene just now described. It was an hour when all the warring passions of nature were lulled and hushed into repose, by the deeper feelings of awe and veneration, in contemplating the wisdom and power of the great Architect of the universe.

April 15. — In the morning, at daylight, the shrill whistle and hoarse cry was heard of "All hands, up anchor, a-hoy!" which was soon done, and in a few minutes the ship was under a press of canvass, standing out of the Bay of Coquimbo. After getting a good offing, we shortened sail and stood down the coast; it being the intention of Captain W. to look in at the port of Huasco, a distance of about ninety miles from the last port. Being aware that information would be given by the captain of the Spanish ship, on his arrival at Callao, of the character and object of our ship, it became absolutely necessary for us to act with the greatest caution, because the Spanish authorities, no doubt, would issue orders to every seaport town on the coast to have us intercepted, and cut off, if possible; and, knowing, too, that there were Spanish men-of-war lying in the port of Callao, it was highly probable that, as soon as information was received, they would be sent out in search of us.

April 17. — Stood in, and made the land twenty miles to the southward of Huasco. At 11 A. M., being close in shore, we ran down until the port, or rather roadstead, hove in sight. When off this roadstead, — for it can scarcely be called a harbor, — a boat was manned to sound, and land, if practicable. It was ascertained that the anchorage-ground was in very deep water, and from the heavy, rolling swell constantly setting in, the surf ran exceedingly high, and broke at a great distance from the beach, which made it difficult for a boat to land, without the risk of upsetting and the loss of life. No communication with the shore was effected at this time,

yet it was determined to run the ship in and
which was done about a mile from the shore, in
fathoms water. Two boats were despatched to
landing, if possible, in which were put two
large rope, a small kedge-anchor and buoy
small line. When sufficiently near, the
go outside of the rollers, with one end of
made fast to the buoy, and the small line
the other end, —so that, when the boat effect
the large rope might be hauled on shore an
Watching for a favorable opportunity,
with the oars on the top of a heavy roller, w
at a little distance ahead of us; and never sh
the huge, black mass of water which rose
distance astern of the boat, and which cam
with fearful rapidity, as if eager to swallow
and her crew. "Give way, lads, for your live
the officer, at the same time keenly glancin
monster astern, and the bow of the boat, al
"Starboard your oars, there; keep her head on;
my boys; one length more, and we are safe!" At this moment a noise was heard like the falling waters of a mighty cataract; it broke about ten yards astern, dashing volumes of water far ahead of our boat, and throwing a great quantity on board, while every man exerted his utmost strength at the oar, and at the same time the coxswain, with great skill and management, kept her head on — the surf driving her with the utmost velocity, and the next minute she struck the beach. We jumped out immediately, and soon hauled the boat clear of the surf.

The landing being effected without accident, we hauled the rope on shore, and made it secure; a signal was then made to the boat outside. The crew got the bight of the rope fore and aft the boat, leading it from the stern over the scull-hole, securing the fore part with a stopper, to prevent its slipping over the gunwale. The oars were then laid fore and aft, and the crew, seizing a favorable moment, hauled away upon the rope, and brought the boat, in great style, with the

rapidity of lightning, to the beach. We were now joined by three Spaniards, from whom we learned that our arrival was anticipated, as there were two merchants from the interior who had come from Coquimbo, they having got to the latter place on the day of our departure; and thinking we might touch at Huasco, proceeded here with all despatch, to meet us. On entering the town, our appearance created much curiosity and surprise; nevertheless, we were treated kindly, and every assurance was given of their friendship, as well as the probability that we might effect large sales. It was necessary, however, to keep a strict look-out, and despatch our business, being aware that, in a few days at most, troops would be sent to the different ports on the coast, to frustrate our trade, and to cut us off. The day having worn away, it became necessary for the party to go on board, and the boats were accordingly cleared of the breakers without accident, as before stated, bringing the two merchants with us. We lay here five days, making as good use of our time as possible, being constantly engaged in bringing off specie and transporting goods to the shore. The town of Huasco is situated in latitude 28° 26′ south, longitude 71° 15′ west. There are about five and twenty widely-scattered huts, presenting a most uncomfortable appearance, and constructed mostly of mud and brush, consisting of but one apartment; consequently, whole families are thrown together, without distinction of age or sex. Tropical fruits are here in abundance, but vegetables of any description are not to be found; and the reason is, simply, because labor and industry are required for their cultivation. The Spaniards on this coast, particularly, are proverbially indolent. Nature seems to have been lavish in her bounties towards them, and has thus made provision against their constitutional defect.

CHAPTER VI.

TRAFFIC ON THE COAST CONTINUED — TREACHERY OF THE SPANIARDS — SAIL FOR THE GALLIPAGOS ISLANDS — DESCRIPTION OF THEM.

April 22. — This day, we received information from one of the Spanish merchants which obliged us to break off our communication with the shore. It seems, a strong detachment of soldiers had been despatched from Coquimbo to this place, and were expected to arrive hourly. He also stated that the inhabitants of the town, having made all their purchases, intended to decoy our men into the village, and seize our boats. It being, therefore, hazardous to venture on shore, we got under way on the 23d, and stood out to sea. As we expected, information was rapidly spread along the coast in reference to the character of our ship; consequently, the hazard and difficulty of trading became greater every day, and the utmost caution, with the most determined fearlessness, was necessary to effect the object of the voyage on this coast. A consultation was now held, between Captain W. and the officers, whether it might not be the better plan to run far to leeward, so as to elude the vigilance of the Spaniards, which would, no doubt, be kept up along the seaboard. It was, however, determined to touch at one or two places more, and, after that, to proceed either to the leeward or the Cocoss Island, which is situated a little to the southward of the line. The distance being small from the last port to Copiapo, we concluded not to touch at that place, knowing that it would be hazardous to land.

April 25. — Made the land between Copiapo and Point Negra. Stood close in, saw Point Negra at 11 A. M.,

and discovered a few huts on shore. This place presented no shelter whatever, and appeared to be an impenetrable iron-bound coast; nevertheless, great as the difficulties apparently were, two boats were despatched to reconnoitre, and effect a landing, if practicable. The boat duty now became exceedingly hazardous, and as much elated as I was when I received my appointment as bow-man of the second cutter, yet, what with the surf, the treachery of the Spaniards, and the great distance we had oftentimes to pull, damped my ardor, and at times I would willingly have relinquished my situation in the boat for the more secure foothold of our ship's deck. Flinching, however, was out of the question; pride revolted! and it would have been considered great pusillanimity; besides, I should have been a butt for all the seamen on board.

But to return — we pulled in shore, and for a long time could not discover any place to land. At length we descried a point of rocks stretching out a little distance from the shore, to the southward of which an entrance was perceived, like a small cove. We pulled in without hesitation, and found, to our great joy, a safe and easy landing-place. We were met on the beach by two Spaniards, mounted on horses, and, although not in uniform, yet they appeared like soldiers, having a brace of pistols in their holsters. As there were fourteen of us, and all well armed, we did not fear them, although every precaution was taken by us to prevent surprise. From these two men we learned that they had received information of the ship when she lay at Huasco, and seemed to be perfectly well acquainted with her character. They expressed a wish to trade, and invited us up to the village, which invitation was declined.

We returned to the ship, and Captain W. thought it most prudent not to land unless some of the Spaniards could be prevailed with to come on board. The next day, two boats were despatched under command of Mr. C., third officer. On approaching the shore, several Spaniards were in waiting on the beach; no indication

of treachery or hostility were manifested by them; on the contrary, every mark of kindness was shown; and, pointing to a large pile of fruit, they assured the interpreter that they had brought it down expressly for the ship. After some consultation, Mr. C. and the interpreter landed on the beach, and prevailed upon the two Spaniards to go on board with their specie. In returning to the ship, we sounded, and found forty fathoms of water, within one and a half cables length of the beach, so that all prospect of anchoring was at an end. Now, having these two Spaniards on board, we had less fear in landing, which we frequently did, and procured a large quantity of fresh meat, fruits, &c.

April 26. — After the Spaniards had finished purchasing, they were taken on shore with their merchandise, and safely landed, and with them our negotiations concluded in this place.

April 28. — Made sail, and stood out in the offing. From the information we had recently received, and the indications of treachery at Huasco, Captain W. determined to keep off from the coast for a short time, hoping by this to allay the excitement, and elude the vigilance of the Spanish men-of-war, which would, no doubt, be on the look-out for the ship. It was, therefore, concluded to go to the Gallipagos Islands, which abounded in sea turtle of the most delicious kind, as well as land-terrapins, which were said to grow to an immense size. All sail was set, and we steered away to the northward and westward for these islands. The Pacific Ocean is very appropriately named, as it is remarkable for the serenity of the weather, and the uninterrupted course of the winds, from the parallel 30° south to the line. Since we first made the land about Conception Bay until the present time, we had one continued series of fine weather, and perfectly smooth sea, and consequently never had occasion to reef our topsails.

April 29. — This day, being Sunday, I shall here take the liberty, not having done so before, to describe a Sabbath on board of our ship. It was the constant practice,

since we left the United States, to devote Saturday to the repairing and washing of our clothes, as well as to cleansing the forecastles thoroughly, getting up all the chests, &c., for the purpose of ventilation. This rule was established, so that there might be no unnecessary work on the Sabbath day. On Sunday, every man on board was mustered, and examined as to the cleanliness of his person and clothing. After inspection, it was the usual custom of Captain W. to give some wholesome advice relative to the observance of morals, and to the keeping of that day particularly. Although there was such a variety of character on board, yet every man respected Captain W., and therefore his advice was well received, and his orders implicitly obeyed. The monotony of a sea life is more deeply felt on Sunday than on any other day, and this was strictly the case in our ship. With a large crew, the duty restricted to watch and watch, of course there was much spare time; consequently, it was absolutely requisite that the men should have employment, as well as new scenes of excitement, in order that this long voyage might pass away agreeably. Yet on the Sabbath day at sea, when no work is going on, and nothing to excite one but the dull round of ship duty, time passes very heavily. It would have been a curious spectacle for a landsman, to have seen the occupation of the crew during the Sabbath day. On one side of the forecastle might be seen some engaged in painting vessels, landscapes, &c.; on the other were a group writing their journals; while a third set were learning navigation, taught by a young shipmate who had graduated at Cambridge. There, too, were the old salts, covering their hats, for the purpose of making them weather-proof tarpaulins, or grafting beckets for their chests; and by the serious countenances of another group, who sat reading the Bible, you might have supposed that they had received early religious impressions. Throughout, the utmost harmony and good-will prevailed, and thus the day passed

off with some pleasantry, but to many others with the most listless apathy.

We continued on our course to the north-west, with fine weather and fresh breezes during the passage. All who were engaged in learning lunar observations had the privilege of using the sextants belonging to the officers, and this was the first time I had taken a distance between the sun and moon. After working up the observation, I shaped a course for Chatham Island, which proved to be tolerably correct when we made the island.

May 9.—Nothing material occurred during the last eight or nine days. We now found ourselves drawing up with the Gallipagos Islands, our object being first to touch at Chatham.

May 10.—At 8 A. M., the welcome sound of "Land ho!" was again sung out from the mast-head. This was the island to which we had shaped our course. From my dead reckoning, I found that my lunar observation was thirty miles out of the way. The island bore north-north-west, distant ten leagues, and is of moderate elevation. As we drew nigh, we could not perceive a single particle of shrubbery. Every thing wore the appearance of having undergone a volcanic eruption. At 11 A. M., took in the light sails, and preparations were being made to come to in Stephen's Bay, which shortly opened at the north-east point. At meridian, came to anchor with the small bower in ten fathoms water, with good holding ground, about three fourths of a mile from the beach. The turtle being found more plentiful on the beach in the morning, it was determined not to land until the next day.

May 11.—Our five boats were all hoisted out at daylight, and sixty men went on shore, with the intention of making two parties, one to take terrapin, and the other turtle. We succeeded beyond our most sanguine expectations, having taken upwards of twenty fine large turtle, and as many terrapin, some of which were of immense size, weighing from fifty to three hundred pounds. We found considerable difficulty in capturing the terrapin,

not only on account of their size, but also from their color, which bore exactly the same appearance as the ground, a dark brown, and which oftentimes eluded the vigilance of the keenest eye. We remained in this place four days, during which time we caught 150 turtle, and succeeded in getting on board 170 terrapin. Our object in coming to these islands was not only to evade the vigilance of the Spanish authorities, but to get a supply of turtle and water. After the most diligent search, no water was to be found on this island. As before stated, such was the sterility of the soil, that not a single tree was to be seen, and it seemed a mystery how the terrapin could subsist on this barren spot — unless it was on the low prickly pear bushes, which were the only sign of vegetation we saw on the island. As we were in no hurry to return to the coast, it was determined to go to some of the other islands to procure wood and water.

Chatham Island is situated in the parallel of 50′ south latitude, and 89° 20′ west longitude. The bay, or harbor, is commodious and safe, with good anchorage; and as it is situated nearly under the equinoctial line, calm weather prevails, with, however, occasional squalls of wind and rain, of short duration, and less severe than within the tropic of Cancer.

May 16. — Got under way and stood to sea, our intention being to run for James Island. The wind being light, we did not make it until the 20th, at 9 A. M. Ran close in to the leeward, and anchored in twenty fathoms, the shore presenting a fine, long, sandy beach, on which we landed with our boats without any difficulty.

James Island is situated in 12′ south latitude, and 90° 41′ west longitude, and although not so large as Chatham, yet in its soil it is similar in many parts of the island; but on the south side, vegetation is more abundant. Here, again, we were doomed to disappointment; no water was to be found, after a search of five days; but we caught a few fine turtle, and procured a quantity of brushwood. Terrapin was nowhere to be found.

As we had been nearly a month from the coast, and calculating that it would require from ten to fifteen days to beat up to windward, — our destination being for the port of Arica, — and believing that all further efforts to procure water on these islands would be fruitless, Captain W. deemed it expedient to proceed forthwith in the prosecution of our trade. Accordingly, on the 25th we stood to sea, endeavoring as much as possible, by keeping the best tack, to work to the southward, so that we might take the fresh trade winds. Fortunately, the wind favored, so that by the 27th we reached the parallel of 4° south, when we took the south-east trade winds, and braced up on the larboard tack, standing to the southward. The turtle and terrapin which we had procured at Chatham Island proved of great value, not only on account of their delicacy, but the consumption of our salt provisions was lessened, an object of great importance, as we expected our stay on the coast would be prolonged, and no provisions could be salted down in these latitudes and be preserved. The only method practicable, when we procured a surplus supply of bullocks, was to cut the meat off in long strips, put it in pickle for two or three days, and then hang it up in the sun to dry. This is what is called jerked beef, a good substitute for salted provision, especially when it is first cured; but when it is old, it becomes dry and hard, and loses much of its flavor and nutriment. This supply of turtle was not only seasonable, but rare and delicious, and afforded fresh messes for the ship's company for three months; indeed, turtle soup was as common as pea soup; and terrapin pies as much so as salt beef. The terrapin is the best fresh sea stock that can be procured, because they are attended with no expense, and will live for months without food or water. In proof of this, as soon as they were taken, we stowed the greater part of them down in the fore-peak, and used them as occasion required; the last of which was not killed until about seven months after it was taken, and when prepared for cooking was quite as fat as any of

the former. We continued beating to windward, with fresh breezes from south-east. All hands being in fine spirits, and under a good state of discipline, we were prepared again to engage in our business on the coast, and did not fear an attack from an open enemy of superior force.

June 10. — During the preceding days, nothing remarkable occurred, and every advantage of the change of wind was taken. We found ourselves, by observation, in latitude 18° south, and longitude 76° west, being far to the eastward of Arica. Laid the ship on the starboard tack, the wind being at south-east, and stood in for the land.

June 11. — The wind hauled to south-south-east, which enabled us to make an east course good, and every sail was set that could draw on a wind.

June 13. — At daylight, "Land ho!" was sung out from the mast-head, our latitude being now, by calculation, 18° 15′ south, and longitude 70° 50′ west. Stood in, and saw the port of Arica. A consultation was now held by the captain and officers as to the best mode of procedure, as we had previous information that there was a small fort in that place. It was determined to run in, and anchor the ship in a position so that our broadside could bear upon the fort, as well as to cover our men in landing.

Entering the harbor, with the American colors flying, we were saluted by the fort with the Spanish flag. All the boats were now hoisted out, the launch having two swivels mounted in her bow, and the pinnace one; the remaining boats were all well armed; the number of men in this expedition was fifty, under the command of Mr. C., second officer, assisted by the third officer. Orders were given by Captain W. for one boat to land with the interpreter, and the others to remain a small distance from the beach, so that, in the event of an attack, the ship could play upon the fort, while the expedition on shore was to repel any force which might come against them. All being now ready,

the boats shoved off, cheered by those on board, and responded to by the cheers of the [illegible]. On approaching the shore, we found some difficulty in landing, on account of the surf; although not so heavy as that to windward, yet it presented an obstacle to those boats which were ordered to lie off, the distance being too great for the small arms to have effect. It was, however, agreed that one boat should land, while the others remained outside the rollers, and, if necessary, a previously-concerted signal was to be given by those on shore to the boats, when they were immediately to pull in. The landing was effected, and we were met by several Spaniards, some of whom wore a dirty uniform, whom we soon ascertained to be soldiers. They appeared to receive us very courteously, and inquired if this was not the same ship that was at Huasco two months since. On the question being evaded, the commandant of the place made his appearance, when a conversation ensued between him and the interpreter, in which he agreed to let us obtain a supply of water, and carry on our trade, under the proviso of a pretty large bribe to himself.

These arrangements being made, we returned to the ship — not, however, until we ascertained the strength of the fort, and the number of men with which it was garrisoned. This intelligence being conveyed to Captain W., an expedition was prepared on the following day. Our water-casks in tow, we repaired to the shore, and, with a small line, hauled our casks to the beach. A most arduous duty was now before us. Although we had ascertained the fort mounted but four guns, and was garrisoned by only twenty men, yet we did not know what number might be concealed in the village, and it was necessary that the water-casks should be rolled up nearly to the entrance of the town, about five hundred yards from where we landed. The trial, however, was to be made, even if we should fail in the attempt. The boats were then all ordered on shore, except the pinnace, which was to remain to haul the casks off. These preparations being made, we immediately pro-

ceeded to roll the casks to the watering-place, and, without any hinderance whatever, the whole number were filled, hauled off to the pinnace, and slung. The commandant expressing a desire to visit the ship, two boats were despatched to tow off the water, and take him on board, while the others remained at a little distance from the shore. In this manner we proceeded, until our watering was finished. We also obtained here a considerable quantity of yams, and some tropical fruit.

Our friend the commandant, receiving his bribe, and taking a good survey of the ship, departed with the promise to assist us in the prosecution of our trade. Many small presents were sent on shore, and distributed among the soldiers and inhabitants, which served greatly to secure their friendship. We remained here two weeks, during which period some heavy sales were made; but, as usual, when the Spaniards had effected their purpose, and secured all they could screw out of us, evident signs of treachery were observed, which roused our suspicions, when no more communication was held with the shore.

June 28. — At 8 A. M., got under way, and when about half a mile from the anchorage, we had positive proof that our suspicions of the treachery of the Spaniards were not ill founded, for we were saluted by a shot from the fort, which fell a little short of us. Not caring to waste powder and ball upon these miscreants, we took no notice of the tendered favor.

The port of Arica lies in the parallel of 18° 27′ south, 79° 19′ west. It affords no shelter except from the east-north-east winds, which seldom blow. The anchorage is from eighteen to twenty-five fathoms water, with sandy bottom, where vessels may ride in safety, the weather being perpetually good. The town of Arica, as before stated, has a rudely-constructed fort, of but little importance. This town, or village, consists of about twenty or thirty buildings, or huts, which are neither wind-tight nor water-tight. This, to be sure, is of little importance, because the weather is uniformly warm, and it seldom rains in these latitudes.

is the port town to Arequipa, the capital of Inde-
Peru. It is situated east-north-east from Arica,
orty leagues, and is difficult of access, by reason
igh mountains, and the many narrow passes
iles, with which it is surrounded, and over
o animals are used for transportation of bullion,
mules. The land is exceedingly barren; in
rior it is mountainous and rocky, and, with
ption of the valleys, it is altogether so poor,
hing can thrive.

CHAPTER VII.

INFORMATION OF THE CAPTURE OF A BOSTON SHIP BY A SPANISH CRUISER — AN ATTEMPTED CAPTURE OF OUR BOATS DEFEATED — PORT OF ISLAY — NEWS OF A SPANISH CRUISER — DESCRIPTION OF A HURRICANE — SEVERE ENGAGEMENT.

We continued our course to leeward, during the night, under short sail, calculating to be close in with the port of Ilo at daylight. In the morning, ran in and anchored in the roadstead, in thirty fathom water. Nothing presented itself to cause alarm, as there were only about eight or ten houses, or huts, that could be perceived; consequently we had nothing to fear, except it might be a force from Arica. Here we had no difficulty in landing, as there was but little surf; a ledge of rocks which lay off a short distance from the beach broke the heavy swell. When we landed, having taken the same precautions as usual, the inhabitants, both men and women, came down to the beach, and among them was an Irishman, whose appearance indicated a person of some distinction. From him we learned that the ship, Belle Sauvage, of Boston, had been captured about three weeks before by a Spanish cruiser, and sent into Callao. We knew that the Belle Sauvage was bound to the northwest coast, and it was probable she had touched here to dispose of part of her cargo, which supposition was confirmed by the Irishman, who informed us that she was captured in Arica. It was no mystery to us why we were kept in ignorance of the circumstance when there, they probably hoping we should meet a similar fate. This Irishman expressed a great desire to make purchases from us, stating that he was a merchant, and had been a resident of Arequipa some years. We returned to the ship with him, when he negotiated with Captain W. for a large amount of merchandise, which was immediate-

about a quarter of a mile from the shore, running north and south, distance one mile, which effectually breaks the surf, that rolls in with tremendous violence on the other parts of the shore.

Two boats were manned, armed, and despatched, with orders that no one should land except the interpreter. On approaching the beach, we saw several Spaniards awaiting our arrival. No appearance of treachery was discerned among them. The interpreter went on shore, and held a consultation, the result of which was, that a boat was to be sent on shore the next morning before daylight, when two Spaniards were to be in waiting with specie, to repair on board the ship to make purchases. According to this arrangement, we proceeded on shore, and brought them off with their specie. From these men we received most important information, namely, that an armed lugger of great force, mounting two thirty-two pounders on pivots, and eight long nines, with a complement of two hundred and fifty men, pierced for sixty sweeps, had been fitted out at Callao, and had actually sailed, in company with a Spanish sloop-of-war, six days previous, to cruise in quest of us; and that they were probably then hovering near by. This news created universal excitement throughout the ship, especially as a dead calm prevailed; not a ripple or cat's-paw was visible over the wide waste of waters. The sun shone brilliantly on the broad face of the Pacific; the ocean presented to the eye a smooth, glassy surface; and the slumbering deep, always portentous of a coming storm, especially in the season and latitudes of the tornado, — this combination of circumstances produced a kind of secret foreboding among the crew of a coming evil; it was not, however, a dread of the desolating hurricane, so much as a fear of being attacked by the enemy in the night, while at anchor during this calm.

At meridian, the cry of "Sail ho!" was simultaneously heard from the fore and main royal-yards; but the stranger was at so great a distance in the offing that her character could not be ascertained with the glass. At

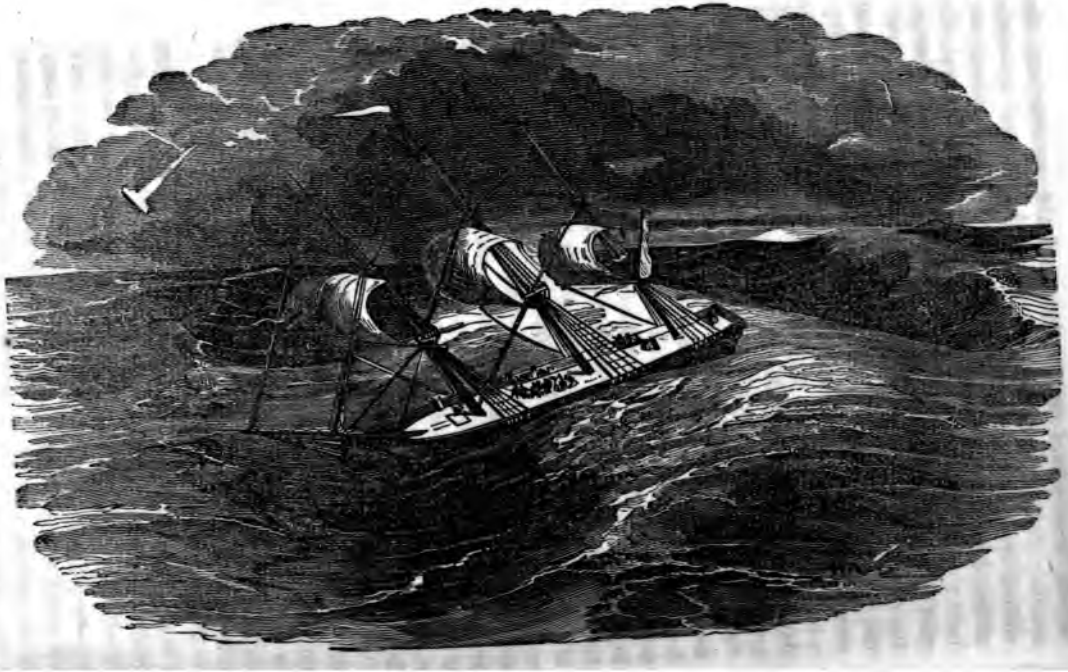
didn't take much time to put on his knee-buckles. As soon as he got on deck, he clapped his phiz to windward, which looked for all the world like a hard north-wester. The cloud soon rose and passed over astern of us to the westward; then, pile upon pile, they showed their black heads like mountains in the eastern board. 'Clew up the main-topsail,' shouted the captain, 'lay aloft there, furl the sails, clap on preventer-gaskets, hook on the rolling tackle, bowse it taut, and secure the yard:—cheerily, men!'

"We sprung aloft, furled the topsail, and were soon on deck. 'Away forward,' cried he, 'clew up the fore-topsail, and hand it; bear-a-hand, and lay down off the yard.'

"Just as we got the bunt gasket made fast, I took a squint to windward, and, sure enough, I saw it a-coming; the black clouds had nearly overspread the heavens, and the cold, misty rain was driving along towards us by the violence of the wind. The sea rose, and along came a huge mass of black water, which I knew very well, if it came on board, would swamp the little brig. 'Lie down for your lives,' shouted the captain, 'and come aft; secure yourselves, every man of you; hard-a-port.'

"Just at that moment the violence of the winds struck us a-beam, and, having nothing on her but the fore-topmast-staysail, she paid off before the wind, and took the heavy rolling sea on her quarter, and in a few minutes she was scudding away before it, at the rate of eleven knots.

"The next hour, it blew a hurricane; each succeeding sea grew higher, and rolled heavily after us with fearful rapidity, as if driven along by the imp of darkness, eager to swallow us up as his prey. Just then, a loud clap of thunder rose high above the roaring hurricane, and a sharp flash of lightning played round the masts and rigging, like a blaze of fire; it came from the north-west quarter. 'Starboard your helm, haul in the larboard head-brace!' roared out the old skipper, in a tone



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attention, and as Joe Green progressed in this exciting narration, his voice became distinctly audible.

"Silence there!" said Mr. L., our first officer, who had been sweeping round the horizon with his night-glass, and then, addressing Captain W.:

"Yonder is a sail, sir, on our larboard quarter, between us and the land."

This was corroborated by the second and third officers, who in their turn swept the horizon with the night-glass.

"Lay the ship's larboard broadside to the strange sail with the spring," said Captain W.

This order was instantly obeyed, and all was again quiet, the strange sail having now disappeared, being shut in with the land.

It was now midnight; the Spaniard had completed his purchases, and two boats, under command of the third officer, were despatched with him and his merchandise — with orders to return to the ship as speedily as practicable.

The night wore away; and at the dawn of day, on the 10th, we discovered that the officers were not deceived. There she lay inside of the rocks, her hull nearly concealed from our deck, exhibiting to our view nothing but a lugger's spars. We now began to realize what we so much dreaded, being within gun-shot of the enemy, in a dead calm, with little probability of crippling him, and no chance of getting out of his reach, unless a breeze should spring up.

At half past five, A. M., the stars and stripes were hoisted at the peak, and the broad pennant at the main; a gun was fired to leeward with blank cartridge, the signal of a friend. She responded to our friendly indication, by hoisting the Spanish flag, and firing a thirty-two pound shot, which fell a short distance astern of us. And now the action began. The order was given by Captain W. to elevate the guns of the first division, so as, if possible, to cut away the enemy's spars. Presently a broad sheet of flame issued from the lar-

board side, and for a moment our ship was enveloped in smoke; it soon cleared away, and there the enemy lay, uninjured by our fire. A brisk cannonading was kept up, and we soon perceived that our position was not a very enviable one. Every shot from our opponent's thirty-two pounders told well.

"I'll bet a month's grog," said the gunner's mate, as he was looking over the side at one of the shot which came skipping along the water, "that that shot makes daylight through our ship."

Sure enough, it struck the quick work, took off the top of the companion way, and cut away two shrouds of the mizzen rigging. Single shots were now discharged at the enemy, but without effect. The consternation of the enemy's shot now became fearful; every deck plank was shivered athwartship; the main and mizzen rigging, and slings of the fore-yard, were cut away; three men lay dead, and seven wounded; and it became absolutely necessary for the safety of the ship and crew, either to get out of her reach, or to use some stratagem to decoy her out of her place of security from behind the rocks. Just then a light air sprung up from off the land, and we ceased firing.

"Away there aloft, topmen, and loose the sails! man the topsail, top-gallant, and royal sheets! see the cable all ready to slip!" were the orders given in quick succession, and as quickly obeyed. In ten minutes the ship was under skysails, the cable was slipped, her head canted to starboard, and the boats had her in tow, the two boats having just returned from the shore. The breeze did not last more than fifteen minutes, when it again fell calm, and from the heavy swell which set in, it was impossible to tow her ahead with the boats. The swell, setting her in towards the rocks, obliged us again to anchor; the boats were ordered alongside, the light sails clewed up, the topsails let run on the cap, and the ship was brought up with the stream anchor, backed by the kedge, in forty fathoms water. For a few minutes the Spaniard ceased firing, and we perceived he was

getting under way. Captain W., addressing the crew, said, —

"Now, my men, the Spaniard is under the impression that he has silenced us, and intends to carry us by boarding. We will not undeceive him till he gets fairly within short gun-shot. Recollect, the American flag must never be struck to that Spaniard. Away then to your quarters; let the larboard broadside be charged with round and grape, and let not a shot be spent in vain."

The lugger now came from behind the rocks, pulling boldly with her sweeps head on.

"Are all the divisions ready?" demanded Capt. W., which was answered in the affirmative. "Mind," said he, "that you depress the muzzles of your guns, so as to hull the rascal."

"Ay, ay, sir!" said an old tar, who was captain of a gun near to that at which I was stationed, and which he had christened Nancy Dawson. So saying, he clapped his eye to the breech, and, patting the gun most affectionately, said —

"That cut-throat rascal shall hear some of your small talk presently."

The lugger had now approached to within half-gun-shot, head on; the order was now given to lay the ship's broadside with the spring so as to give the enemy a raking fire. The movement was quickly perceived by the lugger, and her head was immediately pulled round with the sweeps, so as to bring her starboard broadside to bear.

"Are you ready fore and aft?" said Captain W.

"Ay, ay!" was the reply.

"Fire!"

The whole broadside was discharged, which shook the ship from the keelson to the truck, and which enveloped her in a cloud of smoke. In a few moments it cleared away: —the lugger's mizzen-mast, main-topmast, and bowsprit, were gone; and, as we afterwards learned, one of her thirty-two pounders was capsized, seventeen

men lay dead upon her decks, and twenty-eight were wounded. Jack Sawyer, who was captain of the gun "Nancy Dawson," seeing the lugger's mizzen-mast cut away, jumped in ecstasy of joy, and, hissing the breech of his gun, swore that the shot from Nancy cut away the mizzen-mast. The lugger by this time had her head pulling in shore.

"Elevate your guns with precision, load and fire, as fast as you can, and sink the Spaniard!" said Capt. W.

This order was unnecessary, as the men had become exasperated to the highest pitch for the loss of our shipmates. Our firing, however, soon proved useless; for, with the aid of her sweeps, she was in a short time out of gun-shot, pulling along shore. Three cheers were now given, and as we were all eager for the fight, we asked liberty of Capt. W. to cut her out with the boats.

"No," said he; "you have fought bravely, and blood enough has been spilt already; no doubt but that you might carry the cowardly dog, but it would be at the expense of some of your lives. We have a long cruise before us yet, and probably shall have occasion to use all the ammunition on board; besides, I value your lives more than that dastardly Spaniard."

This had the desired effect with the crew. The decks were cleared, the launch and pinnace succeeded in weighing the anchor, which had been slipped, and soon brought it alongside, the cable was taken in, and the anchor hove to the bows. A light breeze now sprung up from off the land, the boats were hoisted in and stowed, the stream anchor was hove up, and in a few minutes she was under a press of sail, standing out to sea, to repair damages and bury the dead.

We stood off, the breeze increasing, and at sunset were out of sight of the land. The light sails were all taken in; and as Captain W. was undecided as to our future operations, we steered away to the northward, during the night, under easy sail. The following day was set apart for the burial of our dead.

July 11. — This morning the sun rose in a cloudless

sky; and now, the excitement of battle being over, a universal sadness was felt throughout the ship for the loss of our three young shipmates, and the fate of two others, who, it was supposed, were mortally wounded. The corpses were sewed in their hammocks, and every preparation was made for a burial at sea. At 10 A. M., the ship was hove to, with the main-topsail at the mast. All hands were piped on deck, and the bodies were laid on planks in the gangway. The captain's clerk commenced the funeral service of the Episcopal church: — "Man, that is born of a woman," &c. There stood the old tars who had braved many a storm, and faced the enemy at the cannon's mouth, with their hard features and brawny limbs. The moment the service commenced, their eye-pumps gave way, and the salt tears fell in quick succession down their weather-beaten faces, while the more youthful sailors, being more susceptible to the impressions of woe, wept immoderately. Just at the moment when the clerk had reached that part of the service which commits the body to the deep, I cast a glance at Captain W. and the officers, and saw depicted in their countenances the deepest emotions of sorrow, as well as the falling tears chasing each other in rapid succession. The sea being perfectly smooth, the ship lay nearly as still as if she had been at an anchor. The solemn moment arrived, the voice of the clerk tremulously pronounced, "We commit these bodies to the deep;" a splash was heard, and the corpses sank beneath the blue wave, there to rest until "the sea shall give up its dead."

CHAPTER VIII.

SAIL FOR COCOS ISLAND — CONVERSATION WITH JACK MAUPIER — DESCRIPTION OF CHATHAM ISLAND — MELANCHOLY DEATH AND FUNERAL OF ONE OF THE SEAMEN.

The solemn scene described in the last chapter being over, the main-topsail was filled away, all sail set, and we steered for Cocos Island, to replenish our water and fuel, which were getting short. The sad occurrences of the last few days produced a general sorrow with the officers and crew, and especially with Captain W., as the relatives of the three young men who had recently fallen had given them into his particular charge, and they were also universal favorites with the crew. Seamen are naturally superstitious, and the late events roused up those latent feelings of credulity into active exercise. Many of the old sailors affirmed, with great gravity, that, as the enemy's shot passed through the ship's side, and killed three men, then spent its force, and rebounded, and rolled into the cabin, — in consequence of the ball remaining on board, we should have many a brush, and many of us would lose the number of our mess before our cruise was up. Others were afraid to go aloft alone in the night, especially in the mizzen-top, because the lads who were killed had been stationed there previous to the action. One old salt swore that, while he was at the helm in the first night-watch, just before eight bells were struck, he saw Jim Fox (one of the slain) passing water aft, and actually washing the deck. Be these things as they may, it had a very salutary influence, for the Sabbath day, after this, was more generally respected, and many of the crew read the Bible with attention, who had, perhaps, never looked into it before. All the wounded, except two, were recovering rapidly; the

damages were repaired, and the duties of the ship were performed with the usual promptness, and long yarns were being continually spun in the forecastle, relative to our late action.

While at a job of work in the main-top in a forenoon watch, with an old sailor, I was not a little interested in the following conversation: —

"Youngster," said he, "that carcass of yours got the better of your pins the other day — you didn't flinch, but you had a narrow chance for your knowledge-box when that shot knocked down Bob Wilson and Sam Clark by your side. Well, well," continued he, "there's no fun in fighting when there's nothing gained by it; I don't mind to have a bit of a dust now and then, if there's any prize-money in the way, or in my country's sarvice; for, do you see, if mayhap you get a flipper or pin knocked off, and lay up in ordinary, — why, then, you have a shot in the locker; or if a chance shot happens to let daylight through you, why, then, you're among the list of the killed; the jig's up, and there's an end on't. But, I say, youngster, you've got larnin, and I can't read a word in the book; just tell me, where does a sailor go to when he slips his wind? I've always had a notion, till the other day, that, when Jack parts his cable, he drives away to Fiddlers' Green, where there's plenty of grog and lots of fun.

"There was Tom Bunting, a messmate of mine, aboard the Syren frigate; he could read just as well as the parson, and spin a yarn as long as the main-top bowline. 'Do you think, Jack,' says he, 'after a sailor has been knocked about like the boatswain's yeoman — now under a burning sun, and then off the Icy Cape, with hard usage and salt grub all the days of his life, banging salt water — that he's not going to have some fun and frolic after he slips his wind? I tell you,' says Tom, 'I don't believe a word what our chaplain said the other day, that a sailor is going to be clapped under hatches when he slips his moorings, just because he tosses off a glass of grog, lets slip an oath sometimes, and has a bit of a spree when ashore.' But I say, youngster," con-

offing; and when you have plenty of sea room, give the rocks a wide berth, haul in the weather-braces, set studding-sails below and aloft, and steer away for the broad bay of heaven."

I cast a glance at Jack, and saw that his hard features had relaxed, and his head-pumps were going. Says I, "Jack, would you like to know how to read? If you would, I'll teach you in our watch below."

"Youngster, I'll give you my grog for six months, if you'll jist larn me to read in that book I heard Bill Harris read. Why, there was my old mother, God bless her! it's many long years since, but I recollect she would throw her arms around my neck, and read that same old book, and then say the Lord's Prayer. 'Jack,' says she, 'be a good boy — remember your poor old mother's advice; obey the orders of this book, and it will make a man of you.'"

I felt an unusual interest for poor Jack, and resolved to use my best endeavors to instruct him, at least so far as that he might be able to read; and, at the same time, I felt a little curious to know more about his history. Addressing him to this effect, I said, "I should like to know more about your poor old mother and yourself." To which he replied, —

"Why, youngster, I've been boxing the compass, up and down, fair weather and foul, twenty-seven years, and never had a messmate before that cared for old mother, and rattlebrain Jack Sawyer;" (for this was his name:) "why, my hearty," continued he, "it's a pretty long yarn; and as we have good weather in these latitudes — too good for these cut-throat rascals on this coast — I'll spin it out here in the top in our watch at night."

At that moment eight bells were struck, the larboard watch called, and the boatswain piped to dinner.

July 20. — During the nine preceding days, nothing of moment transpired to disturb the monotony which is usual at sea, with a long series of fair winds and good weather; and as we were now rapidly approaching the island, Jack Sawyer said he would clap a stopper on his yarn, until we got our wood and water on board.

July 7th.—At midnight, took in all the light sails, and hove to, expecting to be close up with the land in the morning. We were not disappointed, for at daylight the island was close aboard, bearing north-westerly, distant not more than two leagues. Got the ship in readiness to come to anchor; rounded into Chatham Bay, and brought up with a small bower, in ten fathoms water. The boats were hoisted out and every preparation was made to fill up the water, and replenish the stock of fuel. Vessels may lie here in the most perfect safety in all winds; there are, however, no gales: the trade winds are regular, except at certain seasons of the year, when they are interrupted by squalls. The bay is as smooth as a mill-pond, and affords every facility to vessels for supplies. The island is small—say about four miles in circumference—with two lesser islands, which are detached by a narrow channel from the main island. The land is exceedingly fertile and loamy, abounding in wood, with wild hogs and cocoa-nuts in abundance. The water here is perhaps the finest in the world, and may be got without difficulty, and indeed, without rolling the casks on shore, as you have nothing to do but to extend a link of hose to the top of a rock,—into which runs a stream of fine fresh water,—and by directing the other end of the hose into the casks, they are filled at once. As we were now in a fine harbor, with a fair opportunity to obtain supplies, and overhaul our ship, Captain W. made up his mind to remain here at least three weeks or a month. The crew were now variously employed in getting water, wood, shooting hogs, and collecting cocoa-nuts. The armorer and his crew were also employed in burning a coal-pit. We obtained a plentiful supply of eggs from the small islands, which were literally covered with them, so much so that large quantities were taken every day during our stay. Sea-fowl were here also in great numbers, especially a species of duck, known by the name of "shags." Young boobies were also taken; and they were so tame, that we had no difficulty in capturing them by hand, or with a

small stick. We found them quite as great a delicacy as a squab.

The hunting of hogs was found to be a dangerous service, and proved nearly fatal to some of the crew engaged in that duty. On one occasion, a party of men penetrated some distance into the island, and separated into pairs, supposing that they might have a better opportunity to start the animal. Suddenly and unexpectedly a large boar, with immense tusks, exceedingly fierce, started close by the side of two engaged in the pursuit. Surprised, and momentarily thrown off their guard, the animal approached to within a few paces of them, when a musket was discharged which wounded him, though but slightly. Roused to madness by the wound, he sprang upon the man who had discharged his musket, and drove his tusk nearly through his leg. By this time the other man recovered himself, and shot the boar through the body.

Hunting Hogs at Chatham Bay. p. 92.

While here, we took about thirty hogs; but such was the heat of the climate, that we were necessarily obliged

to salt them down as fast as they were taken. In flavor or sweetness, the flesh of the wild hog will bear no comparison with the tame or domestic animal; that of the former being coarse, soft, and flabby, owning much of the cocoa-nut upon which they feed.

August 1.—This was a black day in our calendar. Our ship was again shrouded in gloom. Joseph Davis, one of the armorer's crew, was engaged in catching young boobies on an eminence which rose eighty or ninety feet, nearly perpendicular, from the beach, which was covered with small rocks and stones. With his left arm around the trunk of a tree, and the other extended in the act of knocking a bird off its branch, the tree gave way, and down he came to the beach below, breaking nearly every bone in his body, and dashing his brains out. I shall never forget that night, being at the time about twenty yards' distance from where he landed, employed in procuring wood. I ran to him as quickly as possible, but life was extinct, for his spirit had fled forever. We conveyed him on board, where his remains were laid out, a coffin was made, and the next day was set apart for his interment. The solemnity throughout the ship that night surpassed any thing I had ever witnessed. The uninterrupted silence, the noiseless step, the sorrow depicted on the countenances of the crew, together with the desolation of the island, made it a night of woe.

August 2.—The next morning, the sun rose clear, the sky was serene, and the face of the waters, being a dead calm, gave an air of solemnity, which seemed in unison with the scene about to be enacted. The colors were hoisted half-mast, and breakfast being over, all hands were piped to attend the funeral service on shore.

The boats were now in readiness alongside; and the body of the deceased, over which the American ensign was thrown, was lowered into the launch. The boats were then all manned, and proceeded in regular line, with the launch in tow, to the shore. The funeral procession was formed, and we conveyed the corpse about three hundred yards to a sequestered spot, surrounded with

trees not unlike the weeping-willow, the chosen sepulchre for the repository of the dead. The funeral service was read with great seriousness by the captain's clerk, who usually performed the office of chaplain; the body was lowered into the grave, and we returned in the same order to the boats, and from thence on board the ship.

August 5. — We had now filled all the water-casks; with a large supply of wood, hogs, cocoa-nuts, &c.; nothing remained to detain us but coal, which would be ready in two days. This last death, by its violence, awakened again the superstitious notions of the crew, and it was currently believed that we should have bad luck during the remainder of the voyage. So deeply was this belief impressed upon the minds of the men, that it caused a general apathy, which required all the exertions and ingenuity of the captain and officers to dispel. I recollect, about this period, while engaged in a dog-watch below, teaching Jack Sawyer his letters, that he broke off abruptly from his study, and said, —

"Youngster, since Joe Davis tumbled off that hill and knocked his brains out, I've bowsed my thinking tacks close down to the bumpkin-head. That's a lonesome graveyard yonder," continued he, mournfully; "but what's the odds? Bill Harris says every word in the Bible is true; if it be so, why then, d'ye see, Joe Davis will come up from under hatches, just the same as if he was decently sewed up in his hammock and tumbled into the sea; yes, youngster, I suppose it's no great matter whether our carcasses fill the belly of a hungry shark or make grub for the worms."

The conversation between us assumed a very serious air, and half an hour of the dog-watch was spent in reading the Bible, at the request of Jack, who sat resting his chin upon his hand, listening with the most profound attention.

August 8. — Having now taken on board the coals, say three hundred bushels, which was the product of the pit, and having filled every spare vessel on board with water, and the necessary repairs and overhauling of the ship being completed, we got under way, made all sail, and

stood out to sea with a fine breeze from the northward, bound, as we understood, to the leeward coast. I began now, more seriously than ever, to reflect upon the wholesome advice received from my good old uncle previously to my embarking on this voyage — especially that part of it on which he laid so much stress, viz., to read the Bible regularly. I confess I had already imbibed a degree of superstition, and was one among the many who believed that the ship would not return to our native land without the loss of many of the crew. The awful tragedy I had just witnessed, and the desolation of that lonely spot where the body was interred, all conspired to make a deep impression on my mind; and, I suppose, to throw a shade of melancholy over my usual vivacity. Young as I was, being then scarcely eighteen, reflections on the instability of human affairs would not unfrequently occupy my thoughts.

August 9. — The ship now bounded over the sea with a fine breeze, standing down towards the leeward coast. It was soon ascertained, from the alteration in the course, that we should again visit the coast, but not as far to leeward as was contemplated when we left the island. We hauled our wind accordingly; and, on the 10th, made the coast in latitude 9° 30′ north. Captain W., judging that we were a sufficient distance from the rendezvous of men-of-war, determined to go into the Bay of Moro Hermosa, which lies in north latitude 9° 45′, west longitude 85° 5′. Ran close in with the land, and saw the bay at 2 P. M., bearing east-north-east four leagues distant. The necessary preparations were made to anchor; we stood into the bay, and at 5 P. M. anchored with the small bower, in twenty-five fathoms water, distant one mile from the shore. Here, as in almost every other port to the northward of the line, the surf runs very high, and the landing is attended with considerable difficulty.

August 12. — This morning hoisted out three boats, into which were put a kedge-anchor, buoy-lines, &c., and, as usual, it fell to my lot — being bow-man of the second cutter, which was a light boat — to go on shore.

In landing, as described in a preceding part of this work, we used the same means, viz., running a line ashore, with one end made fast there, the other fastened to a buoy, which was bent to the kedge-anchor outside of the breakers. The landing being effected with three boats, nothing was to be seen except two miserable huts; to them we proceeded, and learned from the inmates that the village, or town, was situated in a valley about a league distant. We despatched a messenger to give information as to the nature of our business. It was not long before a party of about a dozen Spaniards were seen riding towards the place of landing. Our conference with them was short: they, appearing to have no information as to the character of our ship, or of the affair to windward, were anxious to go on board to make purchases, being, as they informed us, in great want of wearing apparel, as well as linens, &c. Consequently, a very lucrative business was carried on with them during the few days we remained. Among this group of Spaniards, we were surprised to see an American sailor, who had arrived there a few days previous, in a small coasting vessel, from Guayaquil. He having been in Callao, where the lugger arrived after the action, through him we learned her disastrous fate. He said the captain of the lugger was an Irishman, and had repeatedly been on board of us; consequently knew our strength, and prepared the lugger for a successful rencounter — that he, with more than twenty others, were killed, many were wounded, and the lugger was literally riddled in her hull, and her masts, bowsprit, &c., cut away. This man shipped on board of us for the voyage.

August 20. — The prospect of disposing of any more goods being now over, having got on board at least $40,000 in specie at Moro Hermosa, and Capt. W. not wishing to remain long at any one place, we got under way, and stood to sea, keeping the coast in sight, as our next destination was Realejo.

August 24. — Hauled into the land, and at 10 A. M. entered the Bay of Realejo, and anchored in twenty fathoms

water, a mile distant from the shore. This port, or harbor, is formed by a deep bay, about four miles wide at its entrance, and the depth is about one league to the anchoring ground. It affords no shelter whatever from the prevailing winds on this coast. Realejo is situated in the parallel of 12° 27′ north latitude, and 87° 5′ west longitude. The town consists of about thirty houses similar to those described to windward. The customs and habits of the people were much the same, and if we had formed an opinion from their exterior appearance, which indicated extreme poverty, we should not have remained long at this place; but when we entered their habitations, we found all their household utensils were made of silver; and, to our great surprise, we learned from the people, that they had never seen a vessel, except a Spanish galleon, which had touched there about twenty years previous; consequently, they were exceedingly anxious to visit our ship. We gave them an opportunity to indulge their curiosity, and before we left the place nearly all the inhabitants of the town had paid us a visit. They were much gratified. We found them to be a pleasant and agreeable people, and sold them a large amount of merchandise.

September 5. — Weighed anchor this morning, stood out of the bay, and ran down the coast, under easy sail during the night. In the morning, September 6th, stood in close to the land, and saw Point Remedios, bearing south-east; ran to leeward of the point, and sent two boats ashore; there being no surf, a landing was effected without difficulty. With the exception of two small huts, which were a little way from the beach, we learned that the nearest settlement was ten leagues distant. The people, however, offered to inform the inhabitants of that settlement of the arrival of the ship and the nature of our business, in all of which we acquiesced. As there was good anchorage to the northward of the point, the ship was run in, and anchored in fifteen fathoms water, two miles from the shore. The next day, September 7th, proceeded with the boats on shore, and

found the Spaniards anxiously waiting to go on board. A number of them went off, and at this place we effected sales to the amount of about $20,000.

September 15. —Weighed anchor, and stood out; and as we were now approaching Acapulco, the rendezvous for Spanish galleons, it became necessary for us to proceed with great caution, especially as they are always under strong convoy. We also received information, at the last port, that two sail had been seen, which were supposed to be a galleon, under convoy of a frigate.

From the last date until October 24th, nothing remarkable transpired. We touched at several small ports, and at every place effected sales of our cargo.

October 25. —Weighed anchor from Puerto Veritoa, which lies in the parallel of 16° 6′ north latitude, and 95° 22′ west longitude. Our near proximity to Acapulco determined Captain W. to stand out to sea, and make a good offing, so as to avoid the Spanish men-of-war, if any might be there. Accordingly, all sail was carried during this day and night. On the morning of the 26th it fell dead calm, and very soon the heavens were overspread with blackness. At 8 A. M., the rain began to fall in torrents, attended with severe thunder, and the most vivid flashes of lightning that I had ever beheld, which continued, without intermission, until 5 P. M. During the whole of this time, not a breath of air was stirring; and, to add to the horror of the scene, an immense number of sharks were seen around us, as far as the eye could extend, one of which, although the announcement may appear incredible to the reader, extended from the forward part of the fore-channels to the after part of the mizzen-channels of the ship,—and as she was one hundred and thirty-five feet long, consequently the shark must have been at least eighty feet in length. At the same time, innumerable dolphins were hooked or grained, but were torn to pieces by the ravenous sharks before they could be got on board. At sunset a light air sprang up, and we stood away to the northward.

[redacted]

"Run the guns off the forecastle to the main deck," said Captain W.

This order was immediately obeyed; silence prevailed, and every eye was directed to the vessel in chase. At this point the frigate made a slight yaw; a broad sheet of flame issued from her bow-chasers; and the next instant a shot cut away our larboard lower studding-sail-boom.

"Secure the studding-sail, and get another boom out; set the spanker, and haul the boom well forward with the guy," said Captain W.

This was the work of a few minutes; a spar was soon got out and rigged, and the lower studding-sail was set in ten minutes. Purchases were now rigged at the yard-arms, water was drawn up, and every sail was wet fore and aft the ship. The next half hour, no perceptible difference could be seen in the relative distance of the two ships. The wind had freshened, and we were now running at the rate of ten and a half knots.

It was now evident we held way with the chase, and we began to entertain hopes that we might hold our position good until night, and, under its cover, elude the enemy — if, in the mean time, the frigate did not cut away some of our spars, as she was now within less than gun-shot of us. Another broad yaw, and her forward division was sent streaming after us, but with so little precision, that the shot fell ahead of us a considerable distance from the starboard bow.

"Well," said an old tar, "give us two or three more of your broad yaws and bow-chasers, and, my life for it, you'll miss your prize this day."

But the enemy was no laggard; she held her way, notwithstanding the disadvantage of yawing and firing her bow-chasers. At 8 A. M., a large shark was seen following in our wake, and this, to a sailor, is always an ill omen; and in view of the circumstances under which we were now placed, the omen, trivial as it was, seemed to weigh with double force upon the minds of the crew. The wind now blew strong, so that we were obliged to take in sky-sails and royal-studding-sails.

and thrown overboard; and that the shark was seen fifteen minutes before he was launched into the deep, but that no man on board saw him afterwards. Another sailor swore that, on an outward-bound voyage to the West Indies, a shark followed the brig twenty-four hours; at the expiration of which period, one of the crew fell from the mast-head overboard, and that the shark seized him as quick as he struck the water.

At 11 A. M., the Spanish frigate was out of sight, and at meridian, the wind hauled to the larboard quarter, the starboard studding-sails were taken in, and as there were no light sails set forward, having run all the morning before the wind, orders were given to loose the fore-topgallant-sails, and set the larboard topgallant studding-sails. The top-men in the larboard watch had already come down from the tops; and, as I belonged to the fore-top at this time, I sprang into the rigging; another top-man following me as soon as the order was given. While ascending the futtock shrouds, to get into the topmast rigging, the man-rope, which had been fitted but a few days before, parted, causing me to fall; in my descent, I struck my shipmate, which broke his hold, and threw him overboard, while I caught by the lanyards of the fore-rigging. We rounded to immediately, and carried away many of our light spars; but the poor fellow was never seen afterwards, and the awful tragedy of his fate was soon manifest by the traces of blood which were seen upon the surface of the water. The shark, however, was seen no more.

October 28. — Our next destination was the Gulf of California; but, as it was probable that the frigate would go into Acapulco, it was thought most prudent by Captain W. to delay the time of entering the gulf to a remoter period; and it was therefore concluded to spend a month in taking seals at Shelvack's Island.

All sail was made, and we steered away from the west-north-west with a cracking breeze from the eastward. From the circumstance of the chase, and the loss of one among the best seamen we had on board,

[redacted]

"Youngster," said Jack, after we had got down into the foretop, for we had both been transferred to that station,) "I don't half like this ship, for I have a notion we shall have bad luck all the cruise, and, take my word for it, this craft will not die a natural death, but come to some bad end. I don't know how it is, but I've had queer kind of feelings, especially when I saw one of your pins to-night, looking up to those black clouds, just for all the world as if it was singing out for help from the

other; but I say, youngster, when my flipper is within grabbing-hold of your carcass, you're safe, or we both go to Davy Jones's together." Jack meant just what he said, for he was as true-hearted a sailor as ever floated upon the ocean.

November 4. — During the preceding seven days, the wind continued fresh from the eastward, and the weather generally good; occasionally, however, interrupted with severe squalls of wind and rain. This morning was cloudy, and appearances indicated that the island was not far distant, for land birds appeared, and pieces of wood were seen floating on the water; and indeed we expected to make the island that day, and were not disappointed in our hopes, for, at 4 P. M., "Land ho!" was sung out from the mast-head, bearing west-north-west, distant 12 leagues. Its appearance, at first sight, from its immense height, was like a cloud rising from the sea; but the practised eye of the seaman aloft soon distinguished it to be land, from the deep blue indented lines and spots which marked its summit. All the light sails were now taken in, and the courses, jib, and spanker, were furled, and the usual preparations made for coming to an anchor. The distance from the island being so great that it was impossible to reach the anchorage-ground before night shut in, we ran along, under easy sail, until midnight, and then hove to, the island being in sight.

November 5. — At daylight, the island was about six miles distant, and the anchorage was at the extreme south-west end; bore away, and stood in. At eight A. M., rounded the westernmost point, and anchored with the small bower in fifteen fathoms water, one mile from the shore. At this island vessels have no shelter whatever, and it is well that in these latitudes storms of long duration are not prevalent. The shore, with one or two exceptions, is completely lined with rocks, which would inevitably prove fatal to any ship that should be so unfortunate as to be driven on shore. The island is high, and presents a most un-

[redacted]

saw them back quietly off into the water, the old seals being the last to submerge into the waves. The next day it was determined that a party, consisting of forty men, should land early, for the purpose of killing seals, and the necessary preparations were made, such as procuring clubs, with an iron ring at one end, stakes, beams, &c., to dry the skins upon.

November 8. — Early this morning we repaired to the shore, making a division of our number; one party taking the extreme right of the sand-beach, and the other party the extreme left. At either end of this beach there were rocks, upon which the parties lay, so as to be hid from the seals. Upon a signal given, both parties were to rush simultaneously between the seals and the water, and commence the dire work of slaying as fast as possible. We lay on the rocks nearly four hours before a single seal made its appearance. At length, about half past ten, some old whigs and clap-matches came to the shore, followed by great numbers of younger and smaller seals. They proceeded to form in the same order as before described, and it was not until half past eleven that the last of them came on shore. The sun shone exceedingly warm, and the seals soon fell asleep. There were two old sealers among the crew, who said it would not do to attack them for half an hour. This "rookery" (which is the name given by sealers to a large number collected together) was thought by the second officer, Mr. C., to contain twenty thousand. The time arriving for the attack, the signal was made; we rushed with impetuosity down the rocks on the beach, between the seals and the water, and with an unsparing hand began the work of death. A slight blow with the club on the head was sufficient for the young "pups," but it was not quite so easy a task with the old "whigs" and "clap-matches;" and the work of death with them was attended with some hazard; especially if, in the rencounter, the man should happen to fall; in that case he would be torn to pieces by these huge animals, for their mouths are as large as that of a

Killing Seals at Shelrack's Island.

[illegible] This bank could not be considerable enough, as being the first in which I made use of the prog we had ever witnessed. What with the scarcity of [illegible] multitude to depredation, and the cunning of the young pups, together with the shoals of the sand-hoppers, to my mind, a kind of Pandemonium scene, from which I should have been exceedingly glad to have escaped. The work of death was soon over the great majority of the seals having made their escape in the water: nevertheless, we had obtained a good many, the complement which were two thousand five hundred and six. They were of the very best kind of fur seal, and for the work of skinning and burning our carcasses the night coming on before it was half finished, we returned to the ship.

Early the next morning we resumed our labour with the seal, and before the dinner hour arrived we had them all finished and spread out to dry. A party was then despatched away to another part of the island, where they saw a number of skeletons of the sea-elephant: but they were destitute in this manner to fall in with a sight which petrified them with horror. It was to see how the skeletons of seven human beings who, in former times, had been left on the island for the purpose of getting elephant oil and seal skins for the vessel to which they belonged was cast, and there now lay, [illegible] for want of provisions and water. The dead were then [illegible] interred, as the party fell in with the remains of a hut, and many pieces which [illegible] were found. The bones were collected together and put under ground. It was necessary that the [illegible] should remain at the stake five or six days before they would be sufficiently dry to pack away without [illegible] A pen was erected in shape of a parallelogram against — we knew not what enemy it might be some deer, which were seen on the hills, but [illegible] was presumed would neither come [illegible] During our stay here we killed about seven hundred, in addition to our former number which made [illegible]

ment of about three thousand two hundred skins — a valuable acquisition for the Canton market.

November 11. — As we had seen a number of deer upon the small island, a party was sent ashore in three boats, to endeavor, if possible, to kill some of them. Twenty men landed, and ascended in a body to the most elevated part. Separating, and spreading themselves, they descended at the same time, shouting at the top of their voices, which frightened the deer, and, as is usual with them when hotly chased, they took to the water. The boat's crew, being in readiness, shot seven, and caught two alive, one of which became so tame, that he would feed like a puppy about the decks, and we carried him the voyage round.

November 15. — During the preceding days, a part of the crew were employed in the usual duties of the ship, while others were engaged in exploring the island. Nothing new or rare, however, was obtained from this inhospitable spot. We caught fish in great numbers; and, if fresh water could have been obtained, our sojourn there would have been exceedingly advantageous.

November 16. — The skins, being now completely dry, were packed in boxes, and taken off to the ship, and the remainder of this day, as well as the 17th, we were engaged in killing sea-elephants, two of which we captured with much difficulty, having fired about a dozen musket-balls into their bodies, and lanced them until they were literally cut to pieces. Incredible as it may appear, one of them yielded seven barrels of oil.

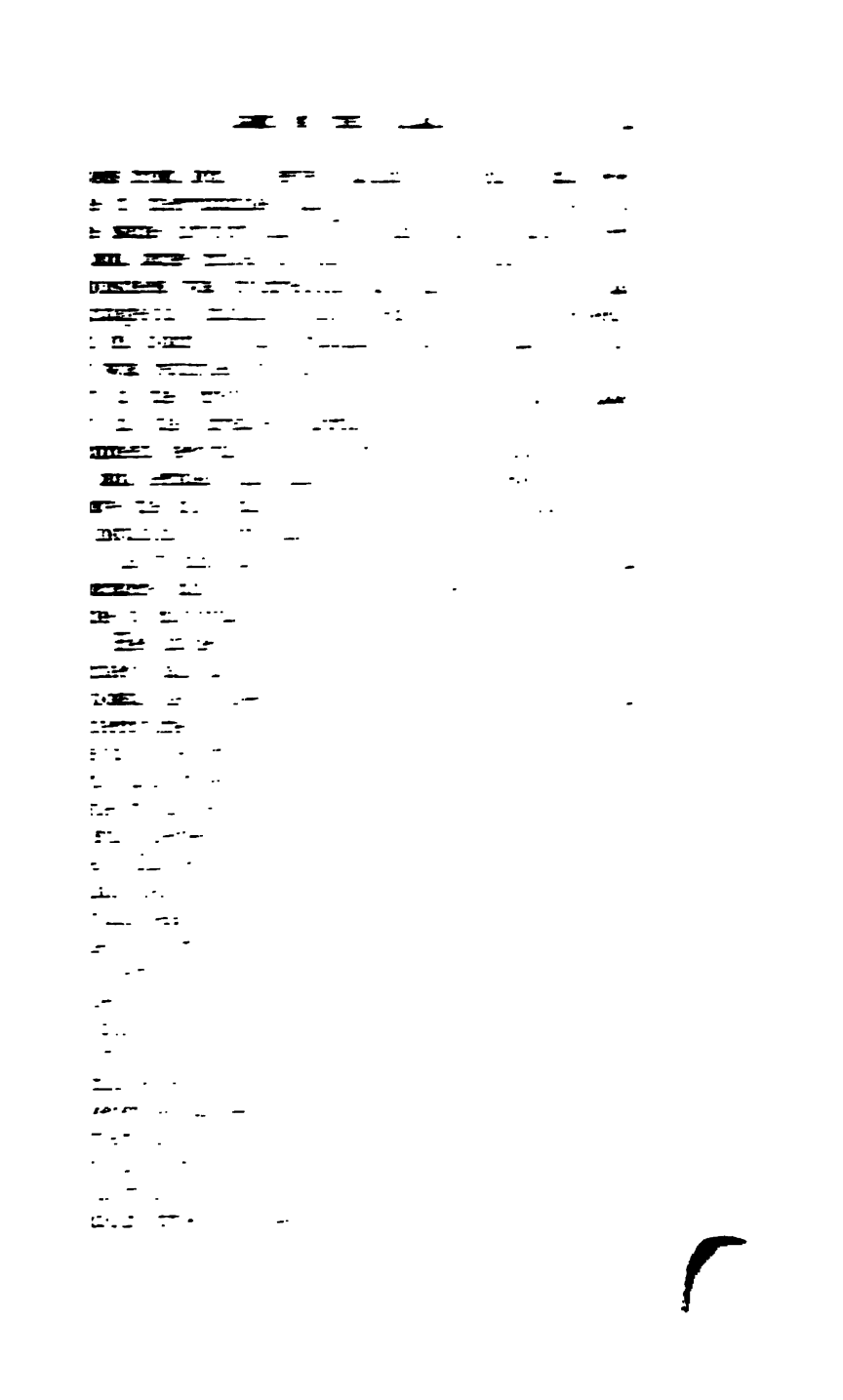
with the small bower, in ten fathoms water, two miles from the shore. This town, although small, is garrisoned by a fort mounting ten guns, with a complement of fifty men under the command of a colonel. It is a place of some importance, because it is the nearest port on the Pacific Ocean to the city of Mexico. The reason for our anchoring at so great a distance, was to be out of gun-shot of the fort, and avoid all intercourse until we could settle upon a plan of operations for trade. The whole of this day we waited anxiously for some communication from the shore, but, as none was apparent, we lifted our anchor and dropped in so as to be within short gun-shot of the fort This was done in order to cover our boats, it being the intention to land next morning. During the night, a sharp look-out was kept up. In the morning, according to previous arrangement, a boat, bearing the white flag in the bows, was sent on shore, under the command of the third officer, with the interpreter. They were received very courteously by the colonel, and the strongest expressions of pleasure and satisfaction were evinced at the sight of our noble ship, more especially when they understood the nature of our business. It was said by them that no foreign ship had ever visited this place, and that the whole country was in the greatest want of articles, such as linens of every description, muslins, cottons, &c. None of those fabrics were to be had throughout the whole coast and country, except in the city of Mexico. The colonel was politely invited to go on board, which invitation he immediately accepted, and no distrust or fear was manifested by any of the Spaniards, who had come down in great numbers to the beach where the boat landed. The boat returned to the ship with the Spanish colonel, who was received with the most marked attention, and he seemed perfectly amazed and delighted when he beheld the beautiful symmetry of our ship, her perfect cleanliness, and the order and regularity of her battery; and no marvel, for this was the first time he had ever set his foot on board of a ship.

[illegible]

caused a number of the young Spanish damsels to lose their hearts.

The news of our arrival having spread abroad in the country, great numbers came down and pitched their tents, so as to have a fair view of the ship; and it is no exaggeration in stating, that at least one million of Spanish dollars, platina, and old plate, were lying on the beach in their tents, brought here for the purpose of trade. Indeed, many of their cooking utensils as well as other articles of furniture, were made of silver. But they were destitute of almost every article of wearing apparel, and it was curious to see the Spaniards with their families. The dress of the male consisted of a straw hat, a camisa, or shirt, of coarse linen, and breeches of the same material, with old silk stockings, procured, as we understood, from the city of Mexico, and a pair of thin slippers, which completed his whole costume. The dress of the females (some of whom were beautiful, especially the younger part) corresponded exactly, as to quality, with that of the males; their garments were made badly, and worn slovenly. Such, then, is the description of a Spaniard and his family, who had with them at least fifty thousand dollars. I have actually seen a young female, whose vestments were not worth one dollar, wearing a string of pearls around her neck which would sell in any European market for a thousand.

December 7. — This day, despatches were received from Mexico by the Spanish colonel, granting us permission to sell the cargo; with the proviso that fifteen per cent. duties should be secured to the government. This was good news, indeed, for a few days of uninterrupted business would close our operations on the Spanish coast. All of the officers were employed in effecting sales of the cargo; and so great was the demand for linens of every description, that, incredible as it may appear, coarse Irish linens sold from eighty to one hundred dollars per piece; German platillas at eighty dollars per piece; silk stockings eighty-four dollars per dozen,

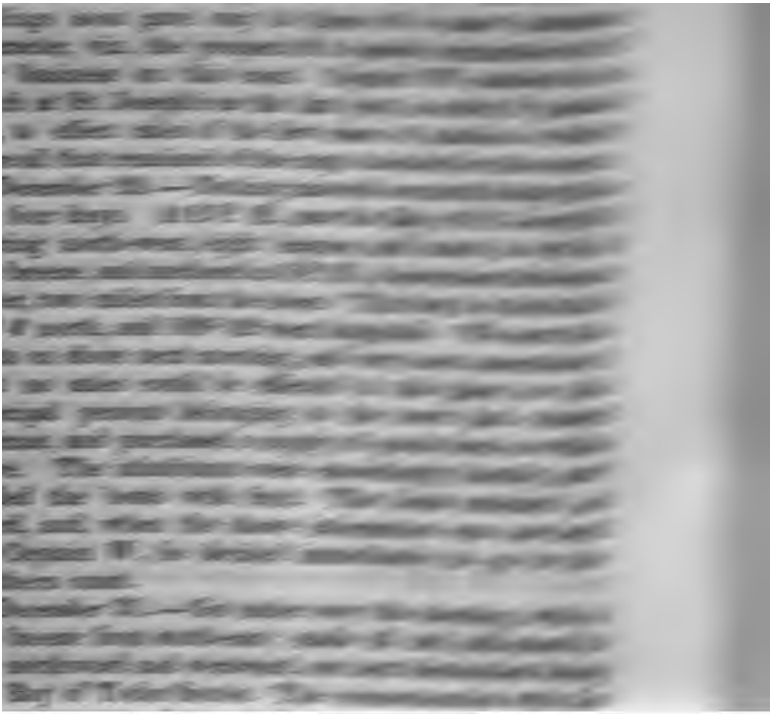


that market, and some articles which were expressly adapted to the northern coast, to barter for otter-skins. The amount of our sales in this place was *one hundred and forty thousand dollars;* say, ninety thousand Spanish dollars, forty thousand dollars in old plate, and ten thousand dollars in platina and pearls.

We filled all our water-casks, got off twenty bullocks and great quantities of fruit: here, also, were yams in great abundance, a good substitute for potatoes, an article of all others the most desirable for the ship's company; consequently, we took on board a large supply.

December 23. — As the time of our departure was fixed for the 25th, a large and splendid dinner was given on board by Capt. W. to about fifty Spanish ladies and gentlemen. In the morning, the ship was dressed, the yards were manned, and a national salute was fired. The day passed off with great glee and merriment, and to the unspeakable satisfaction of all parties. An hour before sunset, when the company was about to return on shore, the yards were again manned, and another salute given; and thus ended the intercourse, which to them was highly gratifying, and to us exceedingly profitable. On the afternoon of the 24th, being on shore with the boats, I had an opportunity of witnessing the apparent estimation with which these people regarded us. They were aware that this was the last interview that we should have with them, and they appeared to regret it exceedingly. To some of the crew they presented crucifixes, and to others a rosary of beads, or a precious relic of some saint. One of the young *senoritas* gave a youthful sailor an image of the Virgin, and requested him to wear it over the region of the heart. She assured him that it would be a protection in the hour of danger, &c. After having loaded us with presents, we exchanged the parting adieus, not without feelings of regret and sorrow on both sides, as we had spent many pleasant hours in this place.

December 25. — Weighed anchor and made all sail, with a fine breeze from the eastward, and stood out of



and cloudy, with occasional squalls, and, although we were yet within the limits of the trade winds, we had no steady trades since we left the parallel of 20° north.

January 2. — We had strong breezes and cloudy weather, which obliged us to take in our light sails. Indeed, we had been cruising so long on the Spanish coast, with uninterrupted fine weather and fair winds, that the changes which we now began to experience, while increasing our latitude, proved quite a novelty.

January 4. — This day, as well as the preceding, we continued under a press of sail, standing to the northward. At meridian, observed in latitude 31° 29′. The land being in sight, stood in for the Bay of Todos Santos, which lies in the parallel of 31° 36′ north latitude, 116° 22′ west longitude. At 5. P. M., anchored in ten fathoms water, three miles from the shore.

January 5. — Sent the boats on shore to look for the best landing-place, with orders to proceed with great caution; and in no case to land, if they saw any appearance of treachery among the Indians. The boats proceeded, and found it difficult to land, the water being shoal at a great distance from the beach, and the breakers reaching at least half a mile outside; although they were not high, yet oftentimes they would capsize the boats. The men, however, effected a landing, to the great surprise of the Indians and Spaniards who were there, and who pointed out a landing-place farther to the westward, of much greater security. The object of our visit was made known to them, and several went off to the ship, and a trade was soon commenced in barter for otter-skins. It is usual farther north, when trading with the Indians, not to venture on shore unless some Indians are on board as hostages; but as, here, the natives had intercourse with Spaniards, they were neither as savage or treacherous as the north-west Indians. Yet it was necessary, even here, to keep a rigid look-out, especially as they would steal every thing they could lay their hands on; and, when ashore, it was

necessary for us to keep within sight of the boats, or we should run the hazard of being stripped and robbed of all our clothing. We had not been there many days before this miserable propensity was carried out, by a party of the Indians stripping and robbing two of the men who had strayed a little distance from the boat. To prevent any further acts of this kind when our boats went on shore, we detained some half-dozen of the Indians on board as hostages.

During the thirty-four days we remained in this place the Indians collected together all the skins far and near, and we succeeded in bartering away nearly all the remaining articles, and received on board, in exchange, seventeen hundred otter-skins. Although we were not harassed by the fear of Spanish cruisers, neither were we in danger of being cut off by the Indians when on shore, (because many of them were detained as hostages,) yet those engaged in the boats were in constant alarm, on account of the surf; it requiring all the skill, management, and fearlessness, of the crews to perform this service without loss of life and property. Here we filled up the water-casks, replenished the stock of bullocks, and obtained a quantity of cocoa, chocolate, yams, and fruit.

February 6. — Our cargo was now all disposed of, with the exception of the muslin, some hardware, and two bales of blankets. We had, in its place, six hundred and fifty thousand Spanish dollars, forty thousand dollars' value in old plate, ten thousand in platina and pearls, three thousand and two hundred seal-skins, and seventeen hundred otter-skins. Now that the whole of our operations were closed on this coast, the next day we were to sail for China.

February 7. — The day arrived, and it was a day of jubilee to all hands. I shall never forget the shrill voice of the boatswain on that morning, when he piped, "All hands, up anchor, a-hoy!" — neither shall I forget the merry tones of the drum and fife while we were running around the capstan, heaving the anchor to the bows. In

fifteen minutes the ship was under royals, her head canted to port, standing out of the Bay of Todos Santos. Three cheers were given by the crew, the main-brace was spliced, the watches set, and at meridian the land had sunk beneath the horizon in the distance, and the ship was running off to the southward with a strong breeze from the northward.

The gloom which had so universally pervaded the ship's company had now entirely disappeared, owing partly to the circumstance that our future operations would be legal, but mostly to the fact that every day would bring us nearer to the land of our nativity. It was curious to behold the crew in the dog-watch on that night. Every countenance was lighted up with intense joy; mirth and merriment prevailed, while the extra allowance of grog was being drunk to sweethearts and wives. The more calculating, who had disposed of their adventures, were summing up the whole amount of their gains when the cruise should be up. There were a large number of this latter class, but a much greater part of the crew had no other dependence than their wages, and a pretty round sum out of this would be deducted for clothing, which they had neglected to provide themselves with before leaving Boston. My old messmate, Jack Sawyer, preserved his equanimity, and took advantage of every favorable opportunity, in our watch below, to learn to read, in which he made very fair progress. In turn, he embraced every opportunity to teach me seamanship, and making me his constant companion at every job of work going on, which was of signal service to me.

On this occasion, while most of the crew were pushing round the flowing can, Jack seated himself on a chest by my side. "Now, youngster," said he, "you and I have got clear with whole carcasses from them cut-throat Spaniards, and I've been thinking that it's much better to sail in a fair trade aboveboard, than to be dodging in and out, and afraid of every craft that we fall in with, just for the sake of a few dollars; why," continued

ha, "since I've heard you read that book, I've a notion that a clean set of papers, and a fair log, will be much better, when all hands are piped at the last day to show their reckoning, than all the kelt we've got on board."

"That's very true, Jack," said I; "for all the money in the universe will not prolong a man's life one day, neither will it give him a regular set of papers for his admission into the broad bay of heaven."

"That's just what I've been thinking," said Jack; "and as we've got on that tack, youngster, I should like to know how a poor sailor, whom nobody cares for when he's on shore, but just to get his whack out of him — I say, I should like to know how he's to keep clear of these land-sharks and fire-ships, and steer on the same tack that we are now."

"Why," said I, "Jack, if we live to get home, if you will follow my advice, I'll put you in the way; but first you must sheer clear of swearing rocks and grog harbor while you are on board of this ship, and then it will be much easier for you to weather cape frolic when you get on shore. But, Jack, we've a long distance to run before we get to Canton, although, as I hear, we shall touch at the Sandwich Islands for a few days, and the probability is, that we will have an uninterrupted series of good weather all the passage. I shall therefore hold you to the promise you gave me, about the history of your old mother and yourself."

"With all my heart," said Jack, shifting the quid to the lee side of his cheek, and slapping me on the shoulder with his large, brawny hand, which for weight was not unlike a sledge-hammer; "that I will, youngster; and as it is our first watch on deck to-morrow night, I'll begin that yarn for you when we get in the top." Eight bells were now struck, the larboard watch was called, who still lingered about the forecastle, unwilling to leave their cups and merriment, until one bell was struck, when the melodious voice of the boatswain's mate sung out, "Douse the glim, below!" and, "Larbowlines all on deck, a-hoy!" This order was immediately

obeyed; the larboard watch went on deck, the starboard watch turned in, the lights were all put out, and I soon fell into a deep slumber and pleasing dreams of my native land, until I was aroused by three heavy sounds made with the forescuttle hatch, the shrill whistle of the boatswain's mate, and the hoarse cry of "Starbowlines on deck, a-hoy!" The watch was soon relieved, and the topmen took their stations. The ship was running along with a stiff top-gallant breeze, the wind being a-beam.

Our situation in the tops was not quite as pleasant as when running down the coast of Peru; but as we were running to the southward, to take the strength of the trade winds, when in the parallel of the Sandwich Islands, of course we expected steady winds and good weather.

February 8. — This day was ushered in with strong breezes from the northward, and dark, cloudy weather. As we did not expect to have any more use for our guns at present, they were housed and secured, the anchors were stowed, the cables unbent and coiled away, and the usual routine of duty, such as knotting yarns, making rope, repairing sails, &c., was carried on.

The last two months, there was a scarcity of tobacco on board; the stock which had been laid in by the captain had run out — many of the seamen having used up their last morsel, and then resorted to the expedient of buying up old soldiers; others giving five dollars for a plug of tobacco which would cost about six and a quarter cents in the United States. I have seen an old sailor overhaul his chest three times in the course of one day, in search of tobacco. At length, the wants of the men for the precious weed became so great, that if one was known to have any in his possession, he was sure to be relieved of it in some way. Many complaints were made to the captain for redress, when the following expedient settled the whole matter. Captain W. requested every man who had tobacco in his possession to bring it aft, and, in the presence of the whole

our stations on the weather side, while the other two rolled themselves up in the staysails for a nap; and Jack, after replenishing his nip with a fresh quid of the weed, accordingly to promise, commenced his yarn.

the same fate as your poor father.' And then she could say no more.

"'But,' says I, 'mother, I am strong enough to work, and lend a hand to help you along, for many times we've not enough to eat, and I can't stand it to see you giving up all the food, and working for us. No, no! that I can't.'

"'God bless you, my poor boy!' said old mother; and after many chats like this, she consented that I should go to Boston. Well, all my duds were got ready, and I tell you they wouldn't have filled a very large chest. In the mean while, I got much good advice; but she said most about keeping the orders of a neat little Bible, which she gave me, and said, 'Although, my poor boy, you can't read much, yet if you go to sea, mayhap you may fall in with some shipmate who will learn you.' Well, the day came when I was all ready to make a start; my stock was snugly packed up, old mother taking care to stow away the little Bible. I shall never forget that time; I had my bundle on my back, and a letter in my hand to an uncle in Boston. 'God bless you, my boy; remember your mother's advice, and if God spares your life to get back from sea, come home; any way, let me hear from you as often as you can.' She could say no more for crying, and I just remember that I sobbed out to her, 'I will, I will;' so I shut my eyes, and started upon a half run." Here the narrator seemed as if he were acting the same scene over again.

At this point the narration was broken off by an order, from the officer of the deck, to take in studding-sails and royals; the wind having freshened, and heavy black clouds were rolling up from the northward. This duty being performed, eight bells were struck, and the watch relieved.

February 13. — During the preceding five days, the wind was variable and the weather squally. Every advantage was taken of the shifts, to get within the fair limits of the trade winds. Observed this day at noon in latitude 25° 30′ north, and longitude, by lunar obser-

Intercourse with the Spaniards, at Guimas, California.

vation, was 133½° west. At sunset the wind hauled to north-north-east, with clear, pleasant, fine weather; set studding-sails alow and aloft, with every yard of canvass that could be spread upon the ship to advantage.

February 14. — The trade wind increased and became steady, with fine, clear weather. We took advantage of this to overhaul and clean the between-decks and forecastle throughout; and it was remarkable that, with the exception of the two wounded men and the carpenter, we scarcely ever had any on the sick list off duty. This, no doubt, was principally owing to the great precaution taken to provide fresh provisions as often as possible, together with the cleanliness of the ship and crew. Thus far, no appearance of scurvy was indicated, and the crew were generally in the most healthy condition.

February 17. — Nothing of importance transpired for the last three days; the wind continued steady from the north-east, the sea smooth, and the weather fine. The ship was now making about three and a half degrees of longitude per day, and we had reached the parallel of 22½° north latitude, our longitude, by lunar, being 140° west.

February 18. — At daylight this morning, a sail was seen on the larboard beam, but at so great a distance, that we could not ascertain her character from the masthead with the glass. She appeared to be standing to the westward, and we soon lost sight of her.

As we now had steady winds and fine weather, and it was our first watch on deck to-night, my old messmate promised to resume his narrative. The dog-watches were spent with unusual mirth and merriment; all hands were piped to mischief, the forecastle and main deck being given up to the crew, and the scenes which followed were truly ludicrous. Two hours were spent in this way, and the next hour four or five different parties of the crew were tripping away the merry dance to the sweet sounds of our ravishing band. The utmost good humor and harmony prevailed throughout. Supper being over, eight bells struck, the starboard watch

was called on deck, and taking their several stations, silence soon prevailed throughout the ship, she running at the rate of seven miles per hour, under a clear starlight night, and a cloudless sky.

After we had got snugly fixed in the fore-top, Jack Sawyer resumed his yarn, as follows: —

"To make a long story short, I got safe to Boston; how, I hardly know, but I believe I rode part of the way in a cart, and the rest of it I took my land-tacks aboard, and trotted along on shanks mare. I soon found out my uncle, and a clever old soul he was, for he took me to his house, and told me to stay with him until he could get me a berth. Well, this was soon done, for in three days he told me he had got a berth for me on board the H——, mounting sixteen guns, and carrying one hundred and twenty men; that I was to go in the wardroom, to wait upon the officers. The craft was soon ready for sea, and my old uncle, God bless him! rigged me out with a chest of clothes for the cruise.

"Well, I recollect we sailed some time in March, because it was cold and squally weather; and before we got clear of the bay, we had well nigh lost the craft in a north-easter on the cape. We had not been out many days before I overheard them talking, in the wardroom, that we were going to the southward, to cut off the English West Indiamen. It was a cut-off, to be sure; for the next day we fell in with an English frigate on our weather beam; and, after a chase of five hours, she overhauled and took us, and we were just clapped on board of her, like so many dogs, they swearing that they would hang us all up at the yard-arm, for being found in arms against the king. Here was the beginning of my troubles: our crew were treated worse than brutes: I came off a little better, I suppose because I was a youngster. A few days after this, we fell in with the English frigate S——; they put me on board of her, with fifteen of our men, who had entered into the English service This frigate was bound to the West Indies, to join, as convoy, the homeward-bound West India fleet.

few days had been, with fine breezes and pleasant weather. Lunar observations were taken, and a course shaped to make the Island of Owyhee; and as we were now drawing near to the Sandwich Islands, we saw a number of aquatic birds, such as hover about the land, being generally a sure indication of its vicinity. We anticipated much gratification while there, because of the abundance of the fruit and vegetables, which in those days could be purchased for a mere trifle; and we looked forward to much pleasure in having intercourse with the natives, on account of the peculiar gentleness and docility of their character, of which I had heard much from some of the crew who had visited the islands on their former voyages.

February 20. — As usual in a long course of fair winds and fine weather, nothing occurred to interrupt the monotony, except the excitement produced by the anticipation of our visit to the islands, which served as a general topic of conversation in the forecastle. My messmate, Jack Sawyer, made rapid progress in learning to read; every opportunity was embraced by him, in his watch below, to effect this result, which appeared to be the height of his ambition. Indeed, the forecastle was more like a school than any thing else; the elementary branches of education were taught, as well as the sciences of navigation and mathematics, by our young shipmate, Wm. Harris, who, as before stated, was an under-graduate of Harvard University. It was a common circumstance to see, at meridian, in a clear day, from twenty to thirty of the crew, with their quadrants, measuring the altitude of the sun, to determine the ship's latitude; and we knew the position of the ship, in the forecastle, by our reckoning and lunar observations, as precisely as the officers in the cabin.

February 21. — The trade winds had become lighter, and the weather was unusually warm. It was rumored, in the forecastle, that we were to celebrate, on the morrow, the birthday of Washington, the father of our country. I knew not how it was to be celebrated, ex-

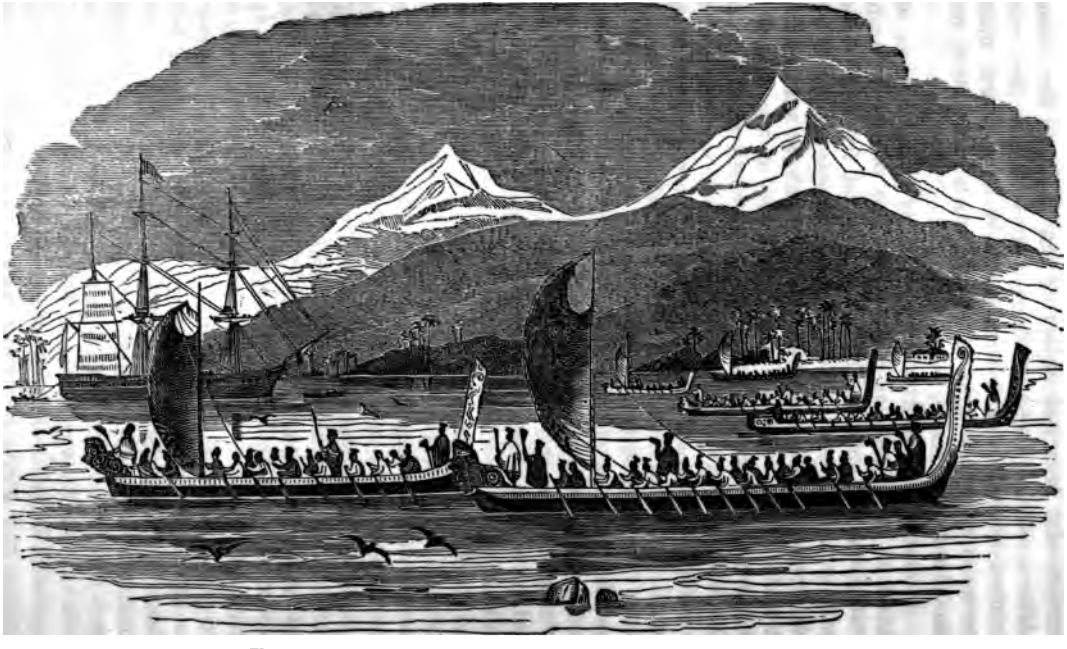
cept with an extra allowance of grog and a fresh mess, the most acceptable treat with which the crew could be regaled. As to the fresh mess, that was entirely out of the question, for all our fresh stock consisted of three terrapins, (the remains of the Galapagos islands, and a few fowls; the bullocks which we obtained at the Bay of Todos Santos having been killed and salted.

The day of jubilee, February 22 however, arrived. The sun rose, and not a cloud obscured its disk; it ascending from beneath a perfectly well-defined horizon; the wind was fresh, and the sea smooth, and the ship was running majestically over the waves under a press of canvass, yet so steady that her motion could scarcely be felt on deck. The scene was in perfect harmony with the feelings that universally prevailed throughout the ship's company. The usual and customary morning duties were performed — such as hauling home the sheets, swaying up the yards taut, washing down decks, &c. At 8 A. M., the stars and stripes were run up at the peak, and a salute of twenty-one guns was fired: no other duty but that which was necessary, such as trimming sails, &c., was carried on. An extra allowance of grog was served out; but, instead of the fresh mess, we had a pudding, or as a sailor would say, *duff*, which was made by mixing the flour and a portion of fat taken from the stuff barrel, until it was of a proper consistency, and then poured into a bag, and boiled. Sometimes this delightful mess, after being cooked, is so intolerably hard that it almost might be thrown over the fore-yard and not break to pieces in its fall; notwithstanding this, it is a very grateful dish to a sailor who has been a long time at sea, especially when it is eaten with molasses. The day passed off with great good-humor, and closed with a ball on the main deck and forecastle. We were now rapidly approaching the Island of Owyhee, and expected, from our lunar observations, to see the high land at daylight in the morning.

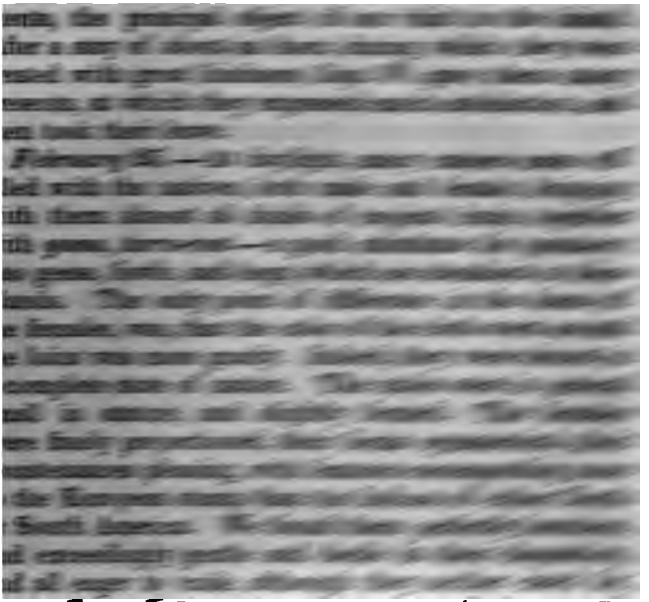
February 23. — At day-dawn the wind became light; and when broad daylight was ushered in, our expecta-

tions were realized by the welcome sound of "Land ho!" from the mast-head, which, at first, appeared like a dark, spiral cloud, rising from the horizon. The computed distance from the island was at this time one hundred miles, which seems scarcely credible, yet it is nevertheless true; for the high mountain of Owyhee is elevated more than one thousand feet higher than the Peak of Teneriffe. We ran all that day and night until 2 A. M., and hove to until 6 A. M. On the 24th, made all sail, the wind being light till meridian, when a fresh breeze sprang up, which obliged us to take in all our light sails. On approaching the island, a number of canoes were seen in shore of us, and although the ship was running at the rate of ten knots, yet the canoes kept way with us. Every preparation was made to bring the ship to an anchor. Capt. W. being well acquainted, we stood boldly into Karakakooa Bay, and anchored in fifteen fathoms water, about a mile from the landing-place. At 3 P. M., we were visited by the king, Tamaamaooa, who came off escorted by six war canoes, which were lightly constructed, yet they were of great beauty, and, as regards speed, nothing that floats, of the same length, can excel them. Each of the canoes had an outrigger, which is taken up or let down at pleasure, to prevent capsizing in sudden flaws of wind.

With the exception of the king and two of the principal chiefs, the natives were almost in a state of nature as regards clothing, having nothing about them except what they termed a "*tappa*," which is a piece of cloth, made of grass, thrown around their loins. The king and two chiefs, however, in addition to this species of dress, had a piece of red broadcloth, (no doubt purchased from a ship that had touched here,) which hung loosely over the back, forming a kind of mantle, and was secured in the front with a gaudy ribbon, topped off with some feathers sewn together, to form a head-dress. These chiefs were received in the most polite manner by Capt. W., and in return they gave us a hearty welcome, and promised to afford every facility in procuring refresh-



Tamaamaooa visiting the Ship, escorted by six War Canoes



place, seemed to be awed into a profound reverence; and as two of our men, who had been at these islands several times, spoke the language of the islanders, — in conversation with them, they expressed unfeigned sorrow at the unfortunate circumstance which caused the death of this great chief, as they termed him; they also informed us that, once in every year, all the natives assembled here to perform a religious rite in memory of his lamentable death.

We were treated with the greatest hospitality and kindness during our stay. Large parties of the crew were often sent on shore to exercise, and we made frequent excursions to the interior of the island, falling in with a number of small villages, the residents of which always treated us with the same hospitality and kindness as those did bordering on the sea-shore. In one of those excursions, a party of us ascended to a considerable height on the mountain which is seen at so great a distance seaward, and on the top of which is a volcano constantly sending forth liquid flames and lava. We had not, however, reached half its summit, before the atmosphere became so dense, and the air so cold, that we were obliged to retrace our steps. The islanders have a tradition in reference to this mountain and volcano, and believe that a superior being inhabits the crater, which, although unseen, they worship with the most profound adoration. We found but one white man, (an Englishman,) on this island; he called himself, by name, John Young; and it was said, by some of our crew, that he was one of the mutineers of the "Bounty," of famous memory, who had escaped from the island in a boat, and was picked up by a whaler, which brought him here. He informed us he had been on the island three years; but no information could be obtained from him further than that he had left a whaling ship. He was a man of great authority, next in power and rank to the king, having rendered essential service in the frequent wars with the other islands. It was by his skill and courage that

Tamaamaroa subjugated the island [illegible] before stated that these islanders were [illegible] plete state of nudity [illegible] paid to the laws [illegible] maintenance of equa[illegible] among this people.

As yet, few of the [illegible] lent: the use of arms [illegible] was considered a crime [illegible]

The worship of the [illegible] them, except what [illegible] from John Young [illegible] vague. Many more [illegible] are regulated [illegible] practised: such as [illegible] polygamy was universal [illegible] one had a plurality [illegible] a kind of property [illegible] universally respected [illegible] kind, worshipping [illegible] by their evil [illegible] before mentioned [illegible] pleasant feature [illegible] theless exist a[illegible] always felt [illegible] frequently sur[illegible] are perhaps [illegible] ming as these [illegible] the distance [illegible] and it was [illegible] means to avoid [illegible] again as it [illegible] crimes [illegible] which it [illegible] that more [illegible] two of these [illegible] the white [illegible]

March 21. — [illegible]

[illegible] grew [illegible]

wooding were finished, and we procured a large number of hogs, but were obliged to take them away alive, not being able to procure salt; and, indeed, if we could, it would not have been practicable to cure the pork in this climate. We had also procured a large quantity of fruit, as well as the tarra-root; but the stock of yams was small, in consequence of which Captain W. was determined to touch at another of the islands, to procure them. The entire object of our visit to this island being now completed, to the great satisfaction of all on board, and after distributing many little presents among the natives, we bade them a long adieu, to their apparent sorrow and regret. At 10 A. M., we weighed anchor, made all sail, with a fine breeze from the north-east, and stood away to the westward, with the intention of touching at the island of Atooi.

The Island of Owyhee, or Karakakooa Bay, lies in the parallel of 19° 28′ north, and 155° 57′ west. It is the most easterly of the group, and of a triangular form, nearly equilateral. The angular points constitute the northern, southern, and eastern extremities. The circumference of the whole island is said to be 255 geographical, or about 293 English miles. Its breadth is said to be 24 leagues; and its greatest length, which lies nearly in a north and south direction, is 28½ leagues. The country rises inland, with a gradual ascent, and is intersected by narrow, deep glens, or rather chasms. It seemed to be well cultivated, and to have many villages scattered about its surface. Owyhee is by far the largest of the whole group. Formerly, all these islands were governed by the kings of Owyhee and Woahoo. A short time previous to our arrival here, however, with the aid of the Englishman before mentioned, in a ship belonging to the king of Owyhee, they made a descent upon Woahoo, and completely conquered and subjugated the island to the power of the king of Owyhee.

The wind continued fresh, and, at 2 A. M., we passed the Island of Mowee. We stood on our course to the westward during this day and night.

north-east trade, and every yard of canvass was spread that could be set to advantage. Our latitude at meridian was 21° north, and longitude, from the last departure, was 162° west. The watches were once more regulated; every man on board knew his station, and the duties of the ship were performed with the usual system and promptness. The most intense application was made by many of the young seamen to acquire, not only a perfect knowledge of seamanship, but of navigation also.

The finest opportunity that can be afforded to a young man who intends to follow a sea-life, is in a well-regulated merchant ship, on similar voyages to the present one, or to and from the East Indies. There are many advantages, on these voyages, that are not to be found in the European, West India, or Brazil trade; for, usually, on long voyages, watch and watch is given, or, at least, the forenoon watch below; and as there is generally a long series of fair winds and fine weather, consequently the watch below is seldom or never called up in the night to reef topsails, &c., and, therefore, have a sufficiency of time for rest, and the watch below, in the daytime, may employ themselves in study. Again, there are various duties on those voyages which are of vast importance to a young seaman, and which are scarcely ever performed on short voyages, — such as making new sails, laying rope, building boats, and, more particularly still, that of stripping and overhauling a ship's rigging; that is, to send down every yard and mast — except the lower masts — and then strip the yards, and overhaul the stops, take all the rigging from off the mast-heads, then get it on a stretch, and strip off the service and parcelling, tar the rigging, heave on the service and parcelling afresh, seize the eyes of the rigging, and then clap it over the mast-heads again. This is a very essential part of a seaman's duty, and necessary to be performed on long voyages, as you are thereby enabled to discover whether there are defects either in the rigging or spars. It is sometimes the case that a young man serves an en-

[illegible] apprenticeship in the European trade, without having the privilege of handing a hand to stop a stun'-sail, or even to witness that duty executed. Another great advantage to a young man on these voyages is, that he is not so frequently thrown into scenes of dissipation, which is a prolific source in forming dissolute habits, so common among old sailors, because, when a ship is at anchor in the East Indies, she generally lies in a roadstead, or harbor; consequently the crew live on board, and are seldom permitted to go on shore, except on ship duty. This is not the case in the European trade, for it is almost a matter of impossibility to keep a ship's crew on board a single night, especially in England.

March 20.—During the preceding four days, nothing transpired of importance to interrupt the usual monotony, resulting from a long spell of fair winds and good weather. I have sometimes almost desired, after the wind continued fair from the same quarter for a length of time, to have a shift ahead, merely for the sake of excitement; indeed, I have often heard old sailors grumble at the continuance of a fair wind, and this was the case with some of ours at this time. Now that we were clear of the Spaniards, they did not care how long the voyage was lengthened, so that they might have a heavy whack, as they called it, when the cruise was up. Certainly, this ship was an exception to the generality of vessels; and if good discipline, kind usage, with a sufficiency to eat and drink, and ample spare time for all purposes of improvement, could make an agreeable ship and comfortable voyage, this was, undoubtedly, our condition. Young as I was, and surrounded with a variety of characters, differing essentially from associations and habits met with previously to embarking on a sea-life,—I, nevertheless, felt contented and happy. I had a messmate who was, in all respects, just such a one as I had often conceived, in my warm imagination, a sailor to be; this companion and friend was the fearless, honest, and true-hearted Jack Sawyer—one in whom I felt an indescribable interest, and had reason

to believe it was reciprocated on his part. While Jack and myself were engaged this day in his favorite study of learning to read, he promised to take up his narrative that night, as it was our first watch on deck.

CHAPTER XII.

JACK SAWYER RESUMES HIS NARRATIVE — PASSAGE TO CANTON

The watch being relieved, Jack Sawyer and myself were once more quietly seated on the weather side of the foretop; the ship was bounding over the wide waste of water, under a press of canvass, at the rate of seven knots an hour; the night was clear and cloudless, and soon a profound silence reigned. Jack resumed his narrative as follows:—

"I forgot to tell you, when I was shipped on board the frigate S——, I lost part of my clothes, and, among the rest, the little Bible which poor old mother gave me. This was the worst job of all, for it is a rare thing to see a good book among a set of man-of-war's-men. Well, as I was saying, I was transferred aboard the seventy-four W——, destined to join the fleet under Admiral J., off Cape St. Vincent, to watch the Spanish fleet. Well, somewhere about April, five sail of the line joined the fleet in Lisbon, making in all sixteen sail. So, in a short time, the admiral received news that the Spanish fleet was out; and no time was lost in getting under way to go in search of them. We lost one of our ships, a three-decker; she got aground, and was obliged to go back, to repair damages. On the morning of the 13th, we were joined by another ship of the line, in which was Captain N——, who brought information that they had been chased by the Dons, and that the whole Spanish fleet was out in search of them.

"Our admiral made signal to prepare for action and keep close order; that is, to stick the flying jib-boom into the stern windows of the ship ahead; and we kept close

enough, for a man might walk over every ship on the lee and weather line of the fleet. Every now and then we heard the signal guns of the Spanish fleet to windward, and all eyes were trying to peer through the fog, to catch a glimpse of them. In the morning, at five bells, the van-ship made a signal that part of the Spanish fleet were in sight. The signal was again made by the admiral to prepare for action; but he might have saved himself the trouble, and the wear and tear of the bunting, for we were all ready, bulk-heads down, screens up, guns shotted, tackles rove, yards slung, powder filled, shot on deck, and fires out. At six bells in the forenoon, the fog and mist all cleared away at once, and there they were, the whole Spanish fleet, twenty-six in number, three-deckers and four-deckers, and a pretty sight to look at,—but a great odds against fifteen ships, though, to add to our strength, we were packed in close order, and all eager for the fight, while there the Dons lay, somehow and nohow, in two broken lines, with a great gap of water between them. For this gap we all steered, with every rag of canvass set, because, d'ye see, by getting them on each side of us, we had the advantage of fighting both broadsides at the same time.

"At seven bells, the action commenced, the admiral pouring a raking fire into the Spanish admiral's ship, which made her bear up and fall out of the line, like a struck deer. The broadside of the admiral's ship bored such a hole in the Spaniard's stern, that you might have drove a wagon and horses through it. We were soon smothered up in smoke, and couldn't tell how things were going on, but we guessed pretty near how it was; and when the smoke cleared off, there lay all the Spaniards in a heap. So we ranged up alongside of them, N——, in the Captain, taking the lead, passing the Spanish three-deckers, which might have satisfied any reasonable man, and ranged alongside the four-decker, pouring his whole broadside into her; and a pretty-looking riddle he made of her, knocking many of her ports into one, and her scuppers running blood. But the

Spanish four-decker ranged ahead, having made a general average of spars and men in the old Captain after, she fell in between two Spanish and had well nigh gone to Davy Jones' between them in our ship, fearing a in a broadside which quite astonished dropped astern again, for our them; but it was like jumping into the fire; for at this came up, and mauled them at the Dons hauled down their get up to the four-decker well. This loss was N——, carried a Spanish when his own ship after driving the Spaniards hatches, he carried from the prize when old J—— had settled other ships, hauled weathered the Don line, the headmost Spanish three-decker that she never up by the other and hauled ran alongside of a colors. And in our ship, for we three-decker, we could Spaniard at hot that while she returning much odds guns now to put the board bow. Boarders away! Stand by, captain,

who, sword in hand, took the lead, clambering up the sides: we fell on her deck like so many incarnate fiends; and, rushing aft, we silenced every beggarly Spaniard that showed fight, and in ten minutes drove them below, and hauled down the colors. The four-decker made a brave resistance against four of our ships, but was at last obliged to haul down her colors. But the leeward division of the Spanish fleet, consisting of eleven sail of the line, came to her assistance, and finally got her off. Our ships were too much cut up to renew the action, and the admiral made a signal to secure the prizes. The Spanish fleet then got into line, and we lost no time in following their example. But we both had had plenty of fighting for the present.

"The next morning, the Spanish fleet were to windward, and might have brought us into action; and at one time they manœuvred as if they would do so, for they bore up and ran down towards us, when old J—— hauled upon a wind, to show the Dons that we were ready; seeing which, they made sail and were off.

"Well, that was the only general action that I was ever in, and although many a hearty fellow lost the number of his mess that day, and many a chap was sent off to Greenwich with the loss of his pins and flippers, to be laid up in ordinary, I did not receive a scratch.

"I shall pass over the many years that I was on board of an English man-of-war, being transferred from ship to ship; and when I was about twenty years old, as near as I could make out my reckoning, I was promoted to a captain's coxswain, on board the frigate S——, in the Channel station. In this ship we had many a dust on the coast of France with the batteries of Monsieur, and it was on this station that, as we fell in with many an American ship, I began once more to think of mother and my native land. 'Where's the odds?'— thought I to myself: 'by this time old mam is under hatches, and there's nobody cares for poor Jack;' for, d'ye see, I was then eleven years in the English sarvice: but I couldn't get it out of my thoughts; and I just began to contrive

remarkable transpiring, and, indeed, I should not have noted the date but for the purpose of describing a scene which I had not witnessed since our departure from Boston — a battle between a thrasher and a whale. Although of the same species, yet there appears to be a mortal antipathy existing between them. At first a noise was heard like a distant gun, and presently the combatants were visible, not being more than two hundred yards from the ship; and now the scene of strife began. The thrasher, raising his whole length nearly perpendicular out of the water, fell with incredible force on the back of his huge opponent, which was repeated several times in quick succession; and the surrounding water presented a white sheet of boiling foam, caused by the maddening struggles of the whale, as, throwing its flukes high in the air, it disappeared for a short time, only to reappear upon the surface, to be again attacked with redoubled fury by the thrasher. The battle lasted but a few minutes, when the whale went down and was seen no more. It was said, by two of our men who had been engaged in the whale fishery, that, while the thrasher is belaboring the whale on the back, the sword-fish is at the same time annoying him below.

April 12. — Some difficulty occurred this day, of a very unpleasant nature, between the first and third officers, which was terminated by suspending Mr. C., the third officer, from duty. I endeavored to give the outline of the character of each officer in the preceding part of this work. The difficulty arose from an undue assumption of authority on the part of Mr. C., and contempt for his superior officer, Mr. L., while subject to his orders in the watch on deck. After a suspension from duty for a few days, the affair was amicably settled, and Mr. C. returned again to his duty. I never had any very great respect for Mr. C., myself. "Clothed with a little brief authority," he endeavored to exact the most implicit obedience from every man under him: and in the event of any one failing to please him, he would work them up, as a sailor

calls it, — which means, he would see them at some very unpleasant job, such as taking down the yard of the gallant-rigging, or shifting the fore-and-aft mainsail, at a time when the sun was roasting everybody. I had several of these jobs sometimes given me in consequence, as he said, of differences between us and of course myself as well as many others was not a little pleased when he was confined to his own room.

April 16. — This day at noon our latitude was 21° 40′, and longitude, by several sights of the sun and moon, was 158° 30′ west. I took these observations, a course we steered to reach the Sandwich Islands; and as we were now drawing towards them the trade winds were occasionally interrupted by squalls with heavy showers of rain. One of these we saw coming off, with light winds under it, at the distance of the 25th. When the customary cry from the masthead of "Land ho!" was given, it proved to be one of the group of the Sandwich Islands called Owhyhee Island, which, by our observations, is in 21° 57′ north latitude, and 159° 52′ west longitude. These islands are [illegible] entrance to the China Sea [illegible] direction about [illegible] islands which were [illegible] appeared to be [illegible] day. [illegible] now became [illegible] and as the [illegible] changes [illegible]

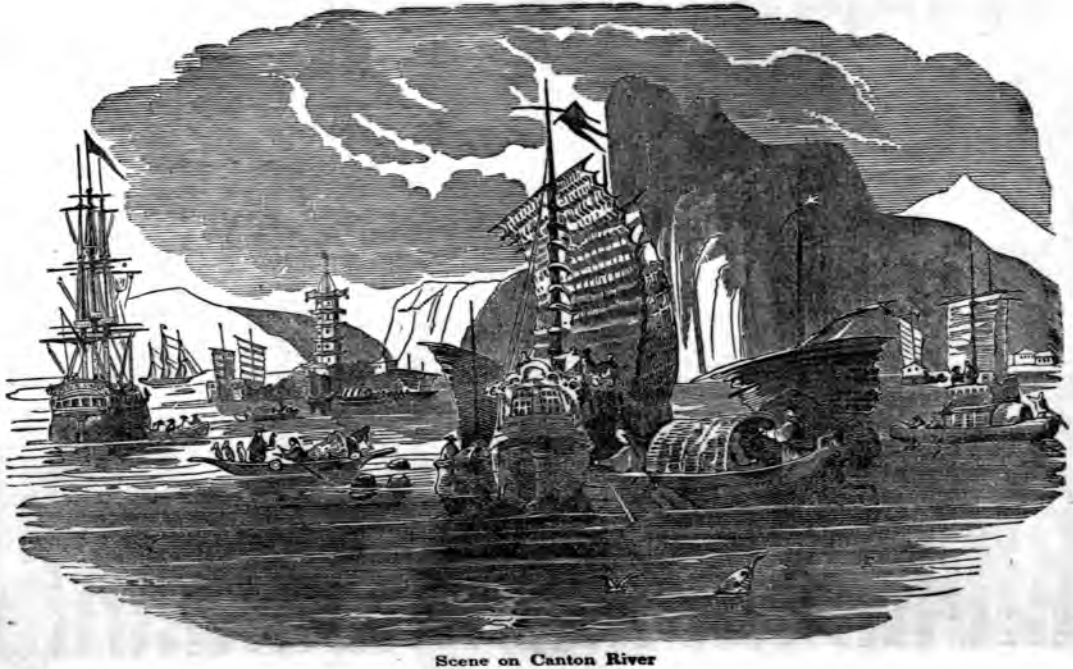
April 27. — [illegible] the [illegible] board [illegible] great [illegible] the [illegible] thought [illegible] which [illegible] one [illegible] main [illegible]

lant-yards were sent down; and the topsails were double-reefed, for the first time during four months. At sunset, a heavy cross sea rolled in from the north-west, with severe squalls of wind and rain, accompanied with heavy thunder, and flashes of sharp, vivid lightning. It continued thus throughout the night; but in the morning of the 30th, it cleared off, and the wind hauled to the eastward, when the reefs were all shook out, the yards and masts sent up, and every sail was set to the flowing breeze.

May 1. — The wind continued this day light but fair, and we saw many aquatic birds, which generally hover near the land. We continued on our westerly course, without any thing material transpiring, until May 6th, when we saw the Island of Pedro Blanco, at 10 A. M., bearing west-by-north, distant seven leagues. Thus the passage from the coast was made in seventy-two days, deducting sixteen days, the time spent at the Sandwich Islands. We continued running to the westward until sunset, and then shortened sail, the Ladrone Islands being in sight — continued throughout the night under short sail, and at daylight on the seventh, the breeze freshening, made all sail. Saw several junks, which we supposed to be piratical cruisers. At 5 P. M., came to an anchor, with a small bower, in fifteen fathoms of water, in Macao roads, distant half a league from the land. Throughout the night, kept a sharp look-out, as the Ladrone Islands, at this time, were infested with pirates.

May 8. — This morning, sent a boat on shore, which soon returned with a Chinese pilot, and a chop, or pass, to proceed up the river. Throughout this day, it was calm.

May 9. — Got under way this morning, with a leading breeze, and stood up the River Tigris. Saw two ships with American ensigns flying at their peaks. We spoke them, and learned they were the Ann and Hope, of Providence, and America, of New York. These were the first American vessels we had seen since we left our native land; we desired them to report us. While



Scene on Canton River

duty which was now going on I became something of a proficient through his instruction; for I soon learned how to turn in a dead-eye, and put the rigging over a mast-head, as well as various other kinds of work, in a tolerably seaman-like manner. In about ten days every yard and mast was overhauled, as well as the lower topmast and top-gallant-rigging; the tops were also lifted, and every mast-head examined, and soon our ship was all a-tanto again, with royal and skysail-yards athwart. While this duty was being performed, the ship was calked from her bends up, including decks, &c.; and in a few days after she was painted inside and out, when she presented to the eye, both in symmetry and finish, as beautiful a specimen of what a ship should be as ever rode to an anchor in Whampoa.

Orders were received from the captain, in Canton, that the vessel must be got in readiness to receive the famous John Tuck, or the great mandarin, who takes the measurement of every craft, for which a pretty round price is exacted. In two days he came aboard, in great pomp, bringing with him a large retinue; and he went through the ceremony of measuring, which occupied at least as much time as would have taken an American surveyor to take the dimensions of twenty ships. Great respect and attention, however, were shown him, it being advisable to do so; for, in default thereof, Mr. John Tuck would have *tucked* on a very considerable advance in the "*cumshaw*" allowed him for his services.

I shall pass over dates during the period of our stay in Canton, as it was understood that we should remain here for some length of time for teas, which had not yet come in.

The ship being now in complete order, as a matter of course, with so large a crew, there was much spare time, and liberty was given by Capt. W. for a part of the crew to visit Canton. As almost every man on board had an adventure when we left Boston, and which adventure had been sold on the coast, Spanish dollars were tolerably plentiful among the crew. It was an amazing sight to

So much has been written in reference to the habits and traits of the Chinese, that I deem it unnecessary to swell this work by entering into further detail respecting them. It may not be amiss, however, to notice that which attracts the attention of almost every one who visits Canton. I was not a little surprised to behold the many souls who appear to have their residences exclusively upon the bosom of the river; and I was credibly informed that there were not less than three millions who are doomed to pass a miserable existence on the water, for crimes that had been committed against the laws, or for some violation of their religious rites. They reside in boats that are covered all over, and procure a living by selling various articles to foreigners on shipboard, and washing for the ships' crews. At night their boats are pulled in shore and made fast, but they are never permitted to land. Many of them are miserable in the extreme, subsisting on whatever they can solicit from the foreign ships, and on the offal which is thrown overboard.

Our stay was so much protracted here, that we all grew wearied, and ardently longed for the period to arrive when we should weigh anchor for Yankee-land. At length, on the 24th of August, our prospects began to brighten for this desirable object, as on this day we commenced taking in our homeward cargo; but, to my great surprise and mortification, we were upwards of a month before the ship was loaded.

September 28. — We had now all our cargo on board, and, the ship being ready for sea, nothing was wanting except that the captain had not yet come down from Canton, although he was expected every hour.

tomary, the starboard watch had the first four hours on deck: I say, as customary, because the larboard or chief mate's watch takes the ship when outward bound, and the starboard or captain's watch, when homeward bound. Throughout this night the wind was fresh and fair, and our ship, with her light and buoyant Canton cargo, bounded over the sea like a race-horse, and, to my imagination, seemed as eager to reach her appointed destination, as if possessed with the power of thought and reflection. Certainly she did not lack for canvass, for sail after sail was set, until no more could be spread to advantage.

It was a merry night; for, long after eight bells were struck, and the watch had turned in, the jovial laugh was heard from those who were snugly coiled away in their berths, while the watch on deck, in different groups, were singing their favorite ballads, smacked with the exploits of pirates and highwaymen, which old sailors so much delight in; and another group, hanging round the windlass, seemed to be very positive in their calculations as to the number of days we should be in making the passage to Boston. "Avast there!" said an old salt; "don't be counting the chickens before they are hatched. I've known a faster ship than this to be more than six months making a passage; ay, and a pretty time we had of it, — for I was in that self-same ship. Our captain was a young man, and had just as nice a suit of hair on his napper as you might see in a day's walk; but, what with calms, squalls, head winds, and gales, on the passage home, it made him rave like some chaps who have their jibs bowsed out taut, so that he tore all the hair out of the top of his head, and when we got home, he was just as bald as a guinea pig." At this point the watch gathered around him, and he spun out a marvellous yarn of gales, and calms, and short allowances, when it was cut short by eight bells being struck, and the boatswain's mate piping the larboard watch on deck.

Oct. 7. — Nothing of importance transpired the few preceding days; the weather continued good, and the wind

of the little monsoon, it frequently happens that there are thirty or forty days of alternate calms, squalls, and rain, before the other monsoon fairly sets in. Alas! this, to our great mortification, we experienced, and all our fair prospects and close calculations of making a short passage were in a few days sadly reversed; for day after day rolled away, with obdurate calms and heavy rains. At intervals light airs would spring up, but they were generally ahead, and did not last more than an hour or two. Serious thoughts began to be entertained by some of the old, superstitious sailors, that we must have a Jonah on board, and at length their suspicions fell upon the old salt who had amused us so much with his marvellous yarn on the night of our departure from Macao.

"You're an unlucky chap," said an old croaker to him, as we were seated around our kids of beef and tin pots of tea at supper in the last dog-watch; "I just thought, when I heard you spinning that long yarn the other night, that no good luck would attend us while you are on board. Hark ye, Tom," continued the old croaker; "how was it that the shot from that beggarly Spaniard, which cut away the breech of old Stitch there, didn't take your napper off? you were right in the wake of the shot, though you happened to have your head down at the time; and, now I remember, you were in the armorer's gang on the island, when Joe Davis tumbled off the hill and broke his neck."

During this miserably superstitious harangue there were a number of sailors collected around the speaker, who appeared to swallow every word that he uttered, as if it were pure gospel truth. For my own part, I thought these most unjust suspicions might have rested upon myself with much more color of truth than on the accused, for it will be recollected that, when I fell from the foretop, I broke the hold of my shipmate by the fall, which precipitated him into the sea to be drowned.

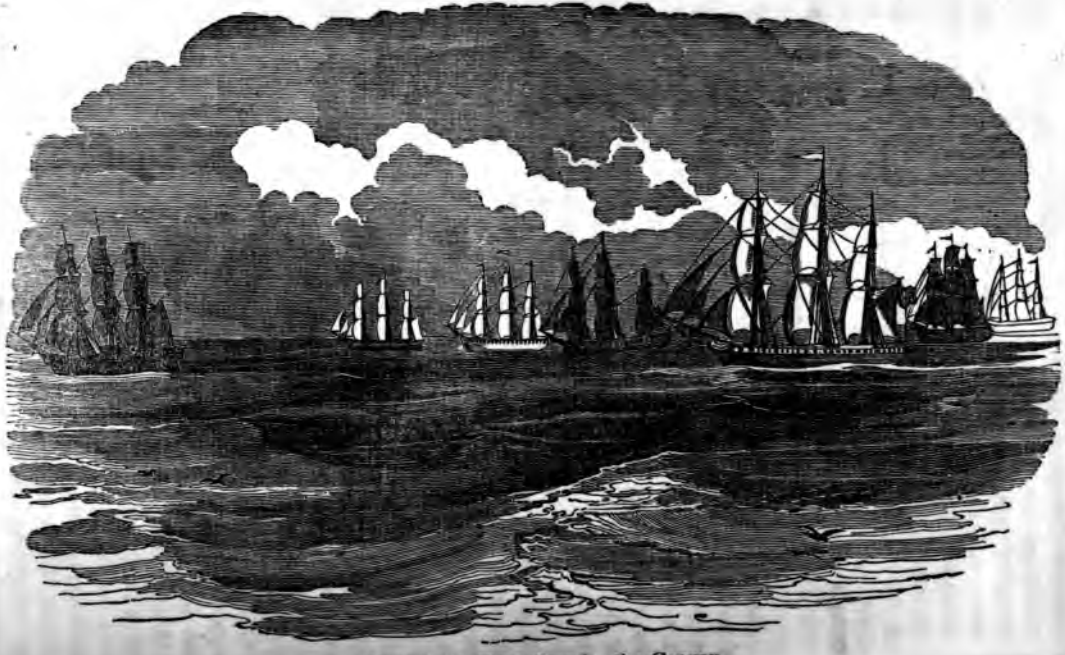
From the duration of these incessant calms and rains, we not only lost all hopes of making a short pas-

sage, but the news somehow or other got into the forecastle, that we should either have to put into the Isle of France or the Cape of Good Hope for a supply to prevent this article of provision having become short and exceedingly bad.

November 20. — This day the weather changed and the wind sprang up from the south-east. It will be seen, by comparing dates, that we were about thirty-five days becalmed, and were not at this time two hundred miles from the Island of Java. The change of weather, and fair wind, brought with them a corresponding change of feeling among the ship's company. The discontent, grumbling, and sour looks, gave place to cheerful countenances and great good-humor; even the unjust suspicions which had fallen upon old Tom were now fast wearing away; and, after two or three days fair wind, the divinations were again renewed as to the length of our passage. I was not a little gratified that such an entire restoration of good feeling was established, and that the utmost harmony prevailed among the [illegible] now. As regards myself, I cannot describe the [illegible] pations of home which this fair wind [illegible] bounded over the blue waves; the [illegible] mile shortening the distance, [illegible] and reflections that united me [illegible] lubly to my native land. One [illegible] was peculiarly gratifying — [illegible] erable progress in seamanship, [illegible] forward with a degree of [illegible] arrival in the United States. [illegible] was, that I had been [illegible] messmate, Jack Sa[illegible] which he was [illegible] gave him great [illegible] in some degree [illegible] the officers [illegible] C., who was [illegible] debted for m[illegible]

December 12. — [illegible]

Isle of France, without any material alteration of wind or weather, but such as is common to the trade winds. The weather now began to assume an entirely different appearance; it was dark, cloudy, and threatening, with a heavy cross swell; and if this had been the season of the hurricanes, no doubt we should have had one of them, as I understood these signs were the precursors of those frightful storms. The light sails were all taken in at sunset, and the royal-yards sent on deck. During the night, it blew strong, with small rain, when we took in all the studding-sails.



East India Fleet close by the Convoy.

CHAPTER XIV

ENGLISH EAST INDIA FLEET — THE CHASE — JACK SAWYER'S NARRATIVE RESUMED.

December 17. — This morning, at daylight, saw a fleet of seven ships to the eastward. We supposed them to be the English East India fleet, which had sailed from Canton about ten days before us. We were [illegible] in his supposition: for at 9 A. M. [illegible] with the fleet, the convoy gave chase to us [illegible] reasons — that, as at this period there was [illegible] ed with large French privateers, which [illegible] picked up a straggling East Indiaman [illegible] English fleet always made [illegible] Helena, the convoy [illegible] they overhauled to [illegible] fer a detention until [illegible] had sailed. This was [illegible] information to the [illegible] was clearly ascertained [illegible] us, all sail was made [illegible] the wind blowing [illegible] of course brought [illegible] she gained [illegible] hours she gave [illegible] for the [illegible] During the [illegible] and at [illegible] moderate [illegible] prevented [illegible] brisk [illegible] tant from [illegible]

she had gained about three miles upon us, and then gave up the chase. At sunset, the frigate was out of sight, and, having altered our course a little during the night, we saw no more of them.

December 20. — This day, we reached the parallel of 27° 30′ south, and longitude by observation 30° east. Our fine strong breeze left us, and the wind became light, variable, and westerly. For several days, similar wind and weather continued, without any material alteration; and, of course, every advantage was taken of the change of the wind to get to the westward. On the morning of the 28th, we found ourselves in the midst of a strong current-ripple, which runs rapidly on the edge of the Lagullos Bank round the Cape, until it loses itself in the South Atlantic Ocean.

The weather now assumed a very threatening appearance; heavy, dense masses of black clouds rolled up from the western board, with thunder, lightning, and small rain. Every necessary preparation was now made for a gale; the royal-yards, masts, &c., were sent down, and the flying jib-boom was run in on deck; preventer-gripes, lashings, &c., were got on the boats and spars, and the guns were well secured. At meridian, the wind increased from west-north-west, the topgallant-yards were sent down, and the topsails were double-reefed. Reefing topsails is one among the most exciting scenes on board a ship; and it was so with us, particularly at this time, as we had not reefed since our departure from Canton. Not having described this duty, it may not be amiss to do so in this place. It has been stated in the preceding part of this work, that, in consequence of our crew being large, all hands were never called to reef topsails, which, however, is not generally the case with merchant vessels, because of the small number composing their crews. But now for the description on board of our ship; the watch was divided equally, one half forward, and the other half aft; the officer of the watch then gives the order — "Stand by the topsail-halliards, man the clewlines, let go the buntlines and reef-tackles,

and stand by the [illegible]
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much longer resist the waves. Indeed, what could wood and iron do, although managed by the most consummate skill, and stoutest hearts, against the frightful gale in such a fearful night as this? At 11 P. M., a squall, the violence of which exceeded any of the preceding gusts, struck her a-beam, and at the same moment a heavy sea broke under the counter, tripping her, which, together with the violence of the wind, immediately sent her over, with her gunwales under water. Happily, at this instant the main-topsail was blown away from the bolt-rope; and, eased of the pressure, she immediately righted; but the loss of the after-sail had caused her to fall off four points; as soon, however, as she felt the action of the helm, she began to luff up to the wind. Then was heard the hoarse voice of the first officer, which rose distinctly above the roaring elements, "Secure yourselves, every man of you!" I caught a turn with the main-clew-garnet around my body and the main-swifter, and then, casting my eye over the rail to windward, saw a huge black mass, which came rolling on toward our beam with frightful rapidity, as if impelled by some fury eager to swallow the ship up for its prey. It was an awful moment — the ship could not shun the sea. I heard and saw no more, until I felt I was nearly up to my arm-pits in water. For a few minutes she lay water-logged; fortunately, however, all the lee ports had been triced up, and she quickly freed herself from the immense weight of water, which must otherwise have caused her to founder. But our troubles were not yet over, for all the ring-bolts had been started, and many of the timbers to which the guns were secured were broken, and four of the waist-guns were adrift, or hanging merely to the broken timbers. "Launch the guns overboard!" shouted Capt. W., "or they will make daylight through the ship;" for two of the guns were partly hanging over the side. It was a dangerous service, but this was no time for skulking. I saw the fearless second officer — whom no danger could appal, and who never quailed from any duty — with a hatchet and hand-

our native land, because we were steering a direct course, and had no more capes to double. There was yet, however, a long distance to run; and as our provisions had become exceedingly bad,—especially the bread, of which there was now only a small quantity left, — and as we were out of fresh stock of every description, it was rumored that we should put into some one of the islands near the line, for a supply. We now began to suffer for the want of bread. What little there was on board was so much eaten by the worms and weevils, that a small tap on a biscuit would reduce it almost to dust. The only way, therefore, in which it could be eaten, was to separate the vermin from the bread, and put the dust into our pots of tea or coffee.

January 5. — The weather this day was bright and clear, and the wind blew due south-east, and studding-sails were set on both sides. For the first time, I experienced what I had often heard remarked by sailors, viz., rolling down St. Helena homeward bound; for notwithstanding the severe privations we now experienced for the want of wholesome food, yet, nevertheless, general good-will and harmony prevailed throughout the ship, for the reason that all pangs arising from deprivations and difficulties were absorbed by the pleasing anticipations of shortly realizing "sweet home."

January 10. — No change or interruption of wind or weather took place the preceding days. The damages were now all repaired, and the usual routine of duty was carried on. I soon began to perceive that our bad provisions were not so well relished, neither was the hard fare borne with the same equanimity of temper, in the land of knives and forks and plates, as in the forecastle among the crew. The officers grew peevish, and manifested it in a variety of ways, by working up, &c. This was particularly the case with the third officer. Indeed, we had been so long confined to the narrow compass of a ship, and this passage having been so much protracted beyond all our calculations — added to the unwholesomeness of our provisions — was not only the cause

Eight bells were struck; and the starboard watch being called, Jack Sawyer and myself went up to our station in the foretop, where we quietly seated ourselves on the starboard side. After the usual preliminaries of taking a fresh quid, and discharging a liberal portion of the juice, arising from the severity of a high-pressure grinding, he resumed his narrative as follows: —

"It is a long time since my yarn was cut off, and I hardly know whereabouts to knot again; but I believe it was somewhere about when I was drafted on board the frigate M., for the East India station. Well, I thought I would give them the slip, and get home to my native land, to see whether my poor old mother was alive or not; but then there was a messmate of mine, and we had been together three years in our frigate. He was a true-hearted chap, and often shared his last shilling with me; so, d'ye see, we talked the matter over, — for we had no secrets between us, — and he got the better of me, for he had the gift of the gab. 'Now, Jack,' says he, 'just go out this cruise, and mayhap we'll make some prize-money; and then, with a long score of wages when the cruise is up, why, then you'll have plenty of shiners, and may go home and make your old mam comfortable all the days of her life.' This last argument won me over, and I consented to go with my messmate Tom, and we fixed the bargain on the spot with a glass of grog. Well, Tom and I had a cruise for three days, for, d'ye see, all the shiners were not yet gone. Says Tom, 'What's the use of this stuff at sea, or among them outlandish chaps yonder in Bengal?' 'That's true, Tom,' says I; 'so the quicker we get clear of it the better.' So at it we went; and in three days, sure enough, we had pockets to let, and after that grum looks and hard words from the land-sharks in Rotten Row. Well, we were now ready to go on board the frigate; and as she was under sailing orders, she was picking up a crew wherever they could be found; and many of them didn't go on board with a good will, that's sartain; no, no; they were dragged off by the press-gang, just. for all the world, like

so many bullocks to the slaughter-house. Well, off Tom and I goes to the frigate; and after seeing a spunt at the crew, I just made up my mind that they weren't forty out of fifteen. However, I must say the quarter-master say that they would be no great for the sharks and alligators, and grinders, no better nor. Well, we got under way from Portsmouth and stood down the channel.

"And now, to make short work of it, I will pass over what took place on the passage, except that there was plenty of exercising and plenty of flogging: so that, by the time we got to Bombay, the frigate was in a pretty good state of discipline, and I was promoted to quarter-master. We remained on this station a long time, long enough to make a pretty considerable hole in the ship's fit, what with the dysentery, fever, and hot weather, the hands died like rotten sheep, causing a large scrouge among the fishes and nibblers that had been gorged in Portsmouth; so, sure enough, the words of the old quarter-master came true, as a number of them were thrown overboard to fill the hungry maws of the sharks and alligators. Well, I came very near making the number of my mess there too, for I was laid up in the sick bay three months; and hadn't it been for my old messmate, Tom, who stuck by me through thick and thin, I also should have been a sweet morsel for the hungry belly of a shark.

"We remained cruising on this station, sometimes at Calcutta, sometimes at Madras, Bombay, and Singapore, for nineteen months, during which time sixty of our chaps slipped their moorings, and the grim monster, Death, made a pretty equal distribution among the officers. To be sure, we felt pretty blue; but howsomever, we made up for it, because we took a large French privateer ship, and recaptured her prize, an English East Indiaman. So, d'ye see, as we had so many men docked off the ship's books by death, why, then, the remaining number would share more prize-money for it. I was not sorry when our ship was relieved by another frigate, and

was glad enough when we got under sailing orders England; for, somehow or other, I couldn't get it of my head about these devouring critters, and I ha mortal disliking to be eat up and stowed away in store-room of a shark or alligator. And I tell you, w I heard the boatswain pipe to unmoor and get un way for England, I felt just as glad as if I had a we grog; and I saw the phiz of many a chap that brighten up, which, for nine months before, looked all the world, like sour milk. Well, we got un way with a fine breeze, and it seemed to me as if frigate was as glad to get out of these horse latitude ourselves.

"We made a pretty quick run of it, and got into Po mouth in ninety days; then the frigate was taken dock, and I was paid off — wages, prize-money and amounting to just one hundred and forty pounds s ling money! Why, I felt like one of them nabobs yonder! So much chink! 'A pretty sum!' says I to self. 'Why, I'll just sheer clear of the pirates, stream and Rotten Row, and get these shiners home to mam, if she's still above hatches. Yes,' thought I, cut loose from the sarvice, and my messmate, Tom for I very well knew, if Tom once threw his grappl irons and small talk around me, I was a gone ch shiners and all, for another cruise. Well, I didn't sto consider; so I took a boat and went off to an Amer ship which had sprung a leak and put in here to re So, as I was saying, I goes aboard and asked libert see the captain. Down I went into the cabin, and t he was; so I told him my whole yarn; how long I been in the English sarvice, and how I had a mothe Marblehead, if she was still alive, and how I wante get home to see her, as I had some chink of my arn to make her comfortable in her old days. 'There i says I, taking out my bag and giving it to the cap 'I just want you to keep that little sum for me, an me go in your ship, that I may once more see my m land.' 'Well, my man,' said the captain, 'your s

for the first time, we understood in the forecastle that Captain W. had decided to put into the Island of Fernando Noronha, to ascertain whether a supply of bread, or a substitute for it, could be obtained, as indication of the scurvy began to make its appearance among the crew, owing, no doubt, to the unwholesomeness of the provisions — want of bread and articles of an anti-scorbutic character.

January 29. — The trade winds during the preceding days became light, in consequence of which we did not make the island until this morning, at 9 A. M., when the exciting cry of "Land ho!" was heard from the masthead, to the unspeakable satisfaction of all or board; it being the first land seen since we left the east end of Java. The usual preparations were made for coming to an anchor; — such as bending cables, getting anchors over the bows, &c. The anchorage being to the westward, we ran round the south point, luffed up to the anchoring ground, and came to with the small bower, in fifteen fathoms water, about a mile distant from the shore. We lost no time in getting our boats out, two of which were sent on shore, to obtair the necessary information in reference to the object of our visit to this place. It was soon ascertained that a supply of bread could not be obtained, and the only article in place of it was the cassava root, which, when dried and pulverized, and made up as dough, and baked, answered as a tolerable substitute. A difficulty now presented itself, which was, that even this poor article could not be obtained in any considerable quantity; the deficiency, however, was made up by yams, which were purchased at an exorbitant price, as well as some fresh stock, such as fowls, pigs, &c. There are no springs of fresh water on this island; but, as there are frequently heavy rains, the people catch large quantities of water in a cistern, or reservoir, built for that purpose, which affords an ample supply to the inhabitants of the island. This reservoir, from which we filled ten large casks, stands on the top of a hill; and it was with some considerable difficulty we got them down to the beach, being obliged to par-

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CHAPTER XV.

SATURDAY NIGHT AT SEA — CONCLUSION OF JACK SAWYER'S NARRATIVE, &C.

February 4. — The three preceding days the wind became light, and hauled gradually round to the eastward. Having crossed the equinoctial line far to the westward, say 34° 30′, we experienced no calms, and, much to our regret, did not fall in with any outward-bound vessels; for although the supply of cassava root obtained at Fernando Noronha answered, in some sort, in the place of bread, yet in a few days it became loathsome, and was entirely rejected by many of the crew, but especially by the officers.

February 7. — We were this day in the latitude of 8° north, with a fine north-east trade wind, running at the rate of eight miles per hour, with studding-sails set alow and aloft. It was Saturday, a day above all others to the close of which sailors look forward with great pleasure and delight; for on this day the work generally closes at a much earlier hour than usual; and while the extra glass, technically called "Saturday night," is being drunk, all the fond remembrances of home are called up, and long yarns are spun and lengthened out, while the much-cherished toast of "sweethearts and wives" passes round; and on these occasions, especially, all the hardships and privations of a sea-life are forgotten. We had now been out upwards of two years, and every hour brought us nearer to the land of our birth. Of course all those fond recollections of home became the subject of our thoughts and conversation. Every spear of grass and bed of weeds, which was now seen in large

would not only have the last word, but the last drop in the bottle; so it was squall after squall with them until poor Sam sheered off aboard of a frigate, bound on the East India station, and left her to fight her own battles."

His yarn being over, Jack poured out his allowance into a tumbler made of a bullock's horn, and after toasting "sweethearts and wives," and expressing a hearty wish that the breeze might last until we got into Boston Bay, he tossed off his glass with a degree of satisfaction which few but sailors exhibit. On the larboard side of the forecastle was a group of youthful sailors who had just finished a long yarn, at the conclusion of which one of them exclaimed, "In twenty days I shall be in my father's house in Portsmouth."

"Avast there!" said an old calculating Scotch sailor, who had nearly worn the hair off the top of his head with the lid of his chest, by frequently overhauling his clothes and adventure: "ye'll have a norwester or twa to grin at afore ye get safely moored in Boston, mon."

"Stop that prophesying, old croaker, and let's take things as they come; that's my fashion;" bawled out the boatswain's mate: "so come," continued he to Tom Fairbanks, "screw up that small opening of yours," (meaning his mouth, which, by the way, was the largest of any on board,) "and give us a ditty."

After the usual preliminaries of hemming, &c., Tom commenced with the famous pirate song, — "My name is Captain Kidd," &c. It is probably known to the reader that this song has about twenty verses, and it was roared out by the stentorian lungs of Tom, to the no small satisfaction of many in the forecastle. He had scarcely finished the last verse when this Saturday night's glee was broken up by the shrill whistle of the boatswain summoning the larboard watch on deck.

February 12. — No change of wind or weather occurred since the last date; and, with the strong north-east trade wind, we were fast approximating to the westward, and being now in the parallel of Barbadoes, we kept a bright look-out for outward-bound West Indiamen, supposing

we should cross their track while they were running down to the islands; as it is known that these vessels generally get in the latitude of the island to which they are bound, and then run down the longitude, until they make it. It was not our good fortune, however, to fall in with any of these vessels until the morning of the 17th, when a sail was seen far to the westward of us. As she bore forward of the beam, and appeared to be steering away to the westward, we shortened sail and hove to. As soon, however, as she was sufficiently near to see our colors, which were hoisted at the fore-royal-mast-head, she hauled her wind and made sail from us. Chase was immediately given, and in three hours we overhauled her, when she proved to be the brig Susan, of New London, Capt. Trask, bound to Martinique, with a cargo of Yankee notions, such as potatoes, onions, cheese, bread, &c. &c., all of which we so much needed. Boarding her, we found the captain in a very unpleasant humor; after stating to him our situation, and offering him any price for the articles we wanted, he refused to sell or give us any, alleging that they were all stowed away in the hold, and that he would not break open his hatches. This report was made to Capt. W., who immediately sent the second officer with orders to tender the money to the captain in the presence of his mate and crew, and if he still refused, to break open the hatches, take what articles we actually stood in need of, in the presence of his crew, and then to let our men restow his cargo, calk down the hatches, stow his boat, &c. When the money was offered to the captain, he refused to accept of it. The orders were promptly executed, during which time the captain made frequent threats of protesting, as he said, against this outrage. At 3 P. M., our supplies, boats, &c., were all hoisted in, and in a few minutes she was again on her north-west course, under a press of canvass, and soon lost sight of the brig Susan and her surly commander.

February 18. — The sun rose this morning with uncommon splendor and brilliancy, no clouds intervening

to form curved or irregular lines, to break the clear and well-defined horizon from beneath which this glorious orb ascended majestically, to perform his diurnal round, describing most minutely the limbs as he rapidly advanced into the azure vault above; this magnificent sight, which had afforded me so much delight in its first exhibition, while crossing the north-east trade winds, outward bound, had now lost much of its interest, from the frequency in which the same scene had been viewed during this long voyage. Indeed, from the reflections which constantly occupied my mind at this time, I was brought to the conclusion that the grandeur and sublimity of a sun-rising scene on the land was superior to that on the ocean, because of the accompanying beauties, such as landscape, singing of birds, &c. While I stood gazing on this scene, "How perfectly symbolical," thought I, "is the diurnal round of this planet to that of man's life! how rapidly does it ascend in the morning, nor slacken its pace until near the meridian; then slowly descending until it reaches its midway distance to the western horizon, when its velocity is quickened, and with almost the rapidity of thought it vanishes from the keenest vision!"

Here, then, are more than two years of my life passed away on the ocean, and to my imagination it seems but as a day; and yet it is gone, and I am now in my twentieth year, with all the buoyancy of youth, in the morning of life. What my meridian, decline, or exit, may be, is yet in futurity; at all events, my reflections on the past two years were not altogether of an unpleasant character. I had advanced in the knowledge of seamanship and navigation as much as could be expected in one voyage. I had also cultivated the good-will of the officers and crew, and believe I had been of some service to one true-hearted, illiterate sailor. I had also the satisfaction to know that those habits which are sometimes imbibed in the forecastle had not been contracted by me, although I confess I was not proof against those

the voice of poor Jack to falter; for whenever he spoke of his mother, the feelings of his nature quite overpowered him.

"Well, I went home with the old man, spun him my yarn, and he, in return, gave me an account of every thing that had taken place since I had been away. So I slept there that night, and the next morning I started for Worcester. You may be sure I was not long in getting there. I soon found out Nancy, but she didn't know me when I met her, and I didn't much recollect her; but when I told her I was her own brother Jack, she jumped, cried, and laughed, all in one breath, and then threw her arms around my neck, and there we was about half a glass, blubbering like two young babies. So, after we got cooled off, we sat down, and each of us told all that had taken place during our long separation. 'Now, Nancy,' says I, 'I have stowed away a few shiners; and as poor old mother is gone, and I've got no other relation but yourself, we'll just divide them between us.' So I hauled out my bag, which had just eighty golden guineas in it; I emptied them all on the table, and with my hand I scraped off her part, and shoved them towards her. 'There,' says I, 'take them, and much good may they do you.' 'Bless me,' said she, 'Jack, you have given me most all of them.' 'Never mind that,' said I; 'I've got enough here to pay my shot on to Boston, and have a cruise besides; and when this is gone, why then, do ye see, I'll go to sea for more.' Well, I staid with Nancy about a week; her husband was a clever sort of a greenhorn, for he axed me one day, while we was eating dinner, if sailors didn't eat with plates, cups, saucers, knives and forks. I soon got tired, and now says I, 'Nancy, I'm off.' So the next day my dunnage was all packed up, and I bid Nancy and her husband good-by, and away I goes to Boston. Well, I had a bit of a cruise there, and then shipped in the States' sarvice for a three years' cruise since that time I have sailed in the merchant service I fell in with this ship; and now you know messmate."

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a severe gale, attended with rain, thunder, and lightning, from the north-west; clewed up the fore-topsail, and furled it, the ship being now under close-reefed main-topsails and staysails. At 1 A. M., the wind lulled, and then the hoarse but distinct voice of my old friend, the second officer, shouted, "Clew up the main-topsail and furl it!" No time was lost in executing this order. We sprang aloft on the yard and gathered up the sail, and had scarcely reached the deck when the terrific north-wester struck her. We were prepared for this attack by having previously put the ship's head on the starboard tack at midnight. So violent was the gust that, for a few minutes, she lay gunwale under, nearly motionless. In an hour the fury of the gale had subsided, and settled into a steady, but hard north-wester.

At 4 A. M., set close-reefed fore and main-topsails and foresail; with this short sail, however, we could do little more than hold our position — the gale continuing to blow with violence three days; at the expiration of which, on the morning of March 2d, the wind veered to the westward, which gave us a fine slant, having made our westing previous to the commencement of the gale. During the whole of the former part of this voyage, I never knew the ship to groan so heavily as under the severe press of canvass which was now carried on her.

March 4. — From the meridian observation this day, and the position in which the ship was judged to be by the last lunar observation, Block Island bore north-west, twenty miles distant; no land was in sight, however, from the mast-head. We continued our course northwardly, edging a little to the westward, and at 4 P. M. got soundings. As we continued our course along, we gradually changed the character of the soundings, from mud to sand, which evidently indicated that we were approaching Nantucket south shoals.

On the morning of the 5th, the soundings having now changed from sand to shells, as indicated by the lead, it showed that we were approaching George's. At 8 A. M., kept the ship to the northward, and ran along with a

light breeze from west-south-west. At 7 P. M., saw Chatham Light, being at this time nearly abreast of it. The breeze continuing light, we ran along until 2 A. M.; then, judging ourselves up with Race Point, hauled in to the northward and westward for the bay. In the morning, at daylight, saw the low sand-hills of Cape Cod, bearing on the beam, and before us lay the broad bay of Massachusetts. One or two small vessels were in sight, and as we ran along they presently multiplied; and here and there might be seen various descriptions of vessels, some standing on a wind and others before it. It was a scene of much interest to us, having had so long a passage; and, with the exception of the English fleet seen off the Cape of Good Hope, we had fallen in with but one vessel for nearly six months. All was now excitement on board, and preparations were made for entering Boston harbor in ship-shape order. For the last time, we holystoned the decks, cleaned the ship fore and aft, above and below. The high land of Cape Ann, and the rocks of Cohasset, were now in sight; indeed, the scenes which were multiplying around us produced additional interest and excitement, for we were now approaching our homes. At 9 A. M., saw the land about Hingham, and, as we approached Cape Ann, took a pilot on board. Nothing could exceed the joy which sparkled in the countenances of the crew when the pilot stepped upon our deck; every order was executed with astonishing rapidity, and we considered ourselves as having almost arrived at the summit of that pleasure and happiness contemplated by us for so many months — reaching our native land.

The ship was gliding along at the rate of five knots, although the breeze was light; and yet to me she never appeared to drag through the water so heavily. As we were now in a position for telegraphic view, the fore-royal was lowered down and the signal hoisted, so that in a short time the owners (for she had many, having been fitted out by a company on shares) would have the welcome intelligence of the arrival of this most

fortunate ship with her rich cargo; and as the news of our coming would soon be known, there would be no small stir among the land-sharks, and the keepers of sailor boarding-houses; doubtless, they calculated to gull poor Jack out of the greater part of his two and a half years' earnings. Already the ship was literally surrounded with boats, filled with these gentry, who, with soft words and pleasant looks, were now handing over to the sailors bottles of rum, which they had managed to keep out of sight of the officers; but it would not do among this ship's company, for they were in general different men now to what they were when they left Boston; and I was not a little pleased to see that Jack Sawyer withstood all the wheedling pretensions of these hypocritical fellows. Orders were now given to clear the ship of every man who did not belong to her, and cast off all the boats.

In one hour and a half, with the same breeze, we should either be to an anchor in the harbor, or made fast alongside of India Wharf. The guns were sponged and loaded, in readiness for a salute, and the hands were turned up to strip the yards and mast-heads of their bandages. We sprang aloft, and very soon you might have heard those from the mast-head singing out, "Stand from under!" Down went mats, leathers, parcelling, battens, tail and jewel-blocks, and in a few minutes she presented as neat a set of mast-heads and spars as ever graced a ship coming into port after a voyage of two years and a half. The decks being now perfectly clear and clean, short ranges of both cables were overhauled, and every preparation was made for coming to. The ship was now skimming along gracefully with studding-sails set, passing the islands, which form a very narrow channel; but it was a matter of no moment to us, as we had a fair wind. At length the last island was passed, and the castle and hospital were distinctly seen. The royals and studding-sails were now taken in; and, with colors flying fore and aft, she ran up the harbor until nearly abreast of India Wharf, when every

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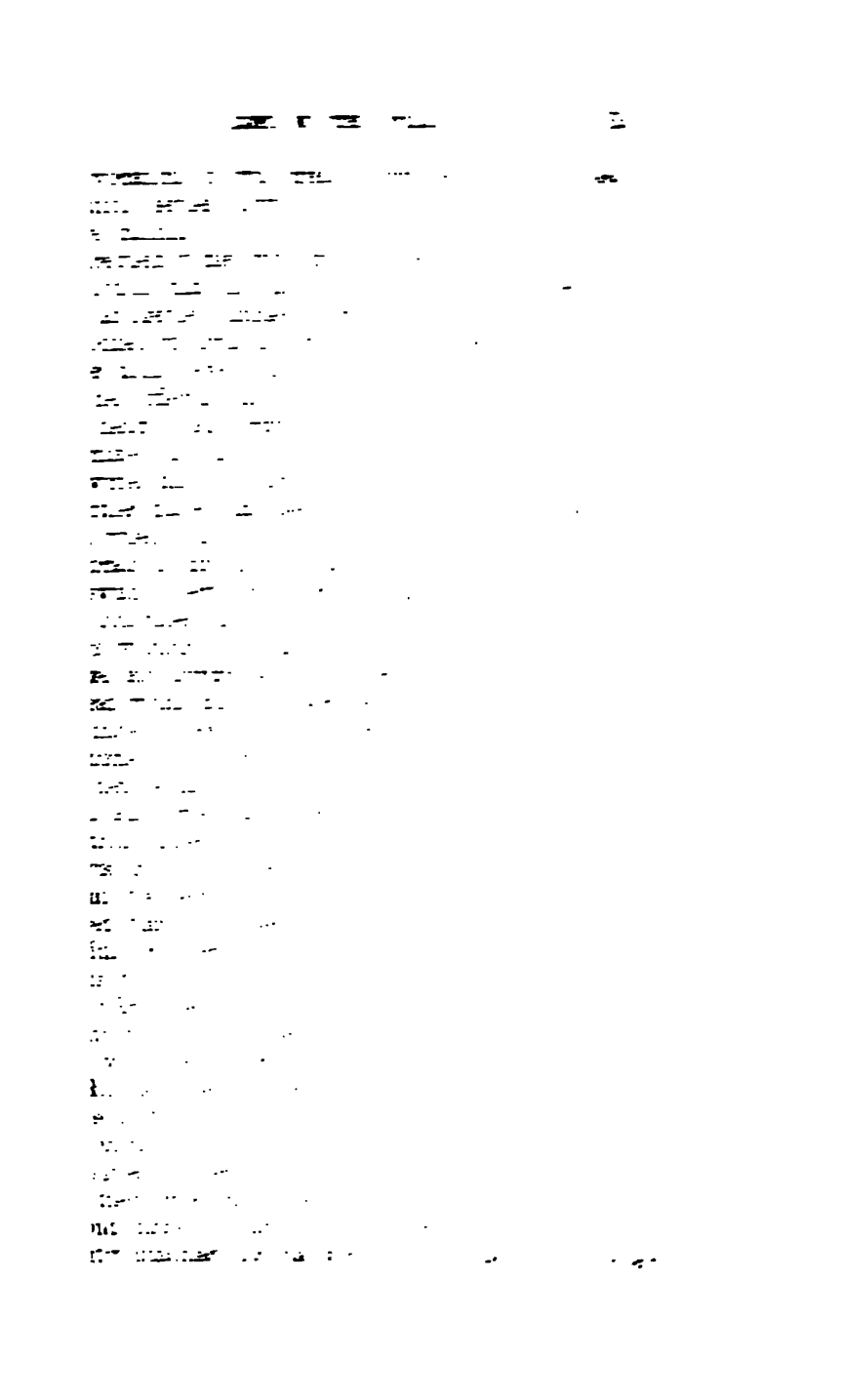
CHAPTER XVI.

MEETING WITH FRIENDS AT HOME — LAST INTERVIEW WITH JACK SAWYER — SAIL IN THE SHIP BALTIC FOR RIO JANEIRO.

With my two cousins, I started at a rapid pace for the residence of my friends in Roxbury. Every object I fell in with induced a train of reflections which called forth pleasing recollections of my schoolboy days. Passing up State Street, I saw, at the lower part of the Old State House, the Roxbury, Dedham, and Milton stages; I had often rode behind the former, while crossing Roxbury Neck. There, too, stood the Old South, with its tall steeple, presenting the same appearance of tottering age that it did ten years before. As it was near five o'clock, and this the first time I had had my land tacks aboard for six months, and the distance being greater than I felt disposed to walk, we concluded to take our seats in the Roxbury stage, and, after a ride of about fifteen minutes, we landed before the old family mansion, and I soon found myself surrounded by my friends, with my sister at my side. This interview was such as might have been expected with near and very dear relatives, on meeting after a separation of two years and a half; and every pains were taken to render me comfortable and happy. Time flew on with golden wings; three weeks had now passed away since my return, during which I was compelled to relate, with minute exactness, all the incidents of the voyage; and then the most earnest entreaties were used to induce me to give up the hardships and perils of a sea life, believing, as they said, I must have had enough of it; in this, however, they were greatly mistaken — for, so far from my ardor being abated for



and introduced me to Captain L., the commander of the Baltic, with whom they were well acquainted. After some conversation with him as to my pretensions, &c., for the place, I produced my recommendation from Captain W., when it was settled that I should have the berth, at the wages of twenty-five dollars per month, and that I must immediately repair on board to enter upon the duties of my station. This being settled, my friends were soon made acquainted with the arrangement, and the necessary preparations were made for a second voyage, such as getting my sea dunnage in order, &c. I purchased a small adventure suitable to that market; and this, with my Canton adventure, which I had not sold, amounted in all to about three hundred dollars.

On the 3d of April, 1810, I repaired on board with my dunnage, &c., and was introduced to the chief mate, Mr. R., whom I thought to be (on first acquaintance) a very clever fellow. I very soon found out that the second officer on board of this ship had not quite so easy a berth as in the Dromo. We expected to be ready for sea in two or three days, and the crew were shipped, amounting in all to fourteen souls, viz., the captain, first and second officers, cook, steward, eight men and one boy before the mast. On the 5th of May, the cargo was completed, and the ship was in readiness for sea. Our destination was to Rio de Janeiro, and from thence to the Island Tristan d'Acunha; here the ship was to land Mr. Jonathan Lambert, who had taken passage with us for the purpose of settling on that island, and take off some men who had been there for some time sealing, together with whatever skins they might have procured; the ship was then to return to Rio, and load for Boston. As this was the last day of our stay in port, I went to Roxbury, and took an affectionate leave of all my friends.

Next morning, April 6th, the pilot and all hands were on board, together with the passengers, three in number, two of whom were the young gentlemen before mentioned. At 9 A. M., loosed the sails, sheeted home the

demanding every respect for himself and officers. He was not the one to make any allowance if a man was not able to perform the duty he shipped for. Now, as the second mate of a merchant ship ought to be as active and as good a seaman as any on board, of course I did not feel quite at ease with a man of Capt. L.'s peculiar temperament, to scrutinize my capabilities; however, I was resolved to do the best I could, and make up in activity whatever I might be deficient in seamanship.

Mr. R., the chief mate, was about thirty years of age, entirely opposite in his character to Captain L. He was a man of education, but not much of a seaman; pleasant and agreeable in his manners, but exceedingly slow in his movements,—just such a one as commands but little respect from a sailor. As I have described the duty appertaining to the officers of a merchant vessel in the preceding part of this work, I shall here merely state my condition, and the duties I had to perform aboard of this ship. In the first place, then, my situation as second mate was a kind of betwixt-and-between, scarcely considered by the sailors as an officer, and, in the estimation of the captain, entitled to but little more respect than a foremast-hand; of course, my own conduct must determine my future position. The duty devolving on me was, first, the care of all the spare rigging, junk, spun-yarn, blocks, marlinspikes, marlin, &c. &c.; so that, whenever any of these are wanting, it was necessary I should be able to put my hands on them at once. In reefing topsails, I must always be the first man at the weather-earing, and in furling, always in the bunt, this being the place of an able seaman. There is no surer mark of a lubberly second mate, than to let any man on board get out to the weather-earing before him, or to be on the quarter of the yard when furling the courses or topsails. In a word, my duty was like that of a boatswain, not only to take care of the spare rigging, blocks, &c., but also to look out that the standing rigging did not get chafed, and especially, to report whenever a yard or mast was sprung or defective. It was my duty, in

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stand all the hardships that I was called upon to endure; indeed, such was my pride that, if the duty had been doubly severe, I should have endeavored to perform it without a murmur; and in the end it greatly assisted me, for I found myself somewhat deficient in seamanship, but contrived, nevertheless, by promptitude and activity, to secure the favor and approbation of Capt. L. The chief mate, however, was not so fortunate. Naturally of a supine disposition, and not much of a seaman, and fully aware of his deficiency, he became not only the butt on whom Capt. L. vented his ill-humor, but at the same time he commanded but little respect from the sailors; his situation, therefore, was exceedingly unpleasant, and had he not been a relative of the owners, Capt. L. would have deprived him of authority.

I now perceived in Capt. L. that which, of all things, I most dreaded in a master of a vessel,—viz., a fondness for the glass; and it astonished me, how much he could bear, and at the same time discharge the duties of his station. On these occasions,—and they were very frequent,—sail was carried so long that it could not be taken in, and frequently the top-gallantsails would be spread in a heavy head-sea, when we ought to have been under double-reefed topsails. Twice during the passage we lost our top-gallantmast and top-gallantsails, and were well nigh running the ship under. The evil consequences of drinking to excess, particularly with a captain of a ship, are incalculable; for he has not only the absolute control of both vessel and cargo, when at sea, but also the lives of all on board are in his hands. It is a matter of astonishment, therefore, that so great a responsibility should be given to one who, perhaps, two thirds of his time may be under the influence of the intoxicating draught; and I have no doubt that it has been owing to this miserable vice that so great a loss of property, and the lives of so many human beings have been sacrificed. I resolved, therefore, from this time never to connect myself to any ship or to embark with

mutiny were exhibited, by refusing to do their duty My situation now became exceedingly unpleasant, compelled as I was to enforce the orders of Captain L.— which, in my judgment, were sometimes very unjust — with a set of men who, I must acknowledge, were treated rather like slaves than freemen. In order, therefore, to have the duty of the ship carried on, and the orders of Captain L. executed with promptness, and to preserve the discipline of the ship, I was necessarily compelled, much against my own feelings, to resort to corporal punishment. This mode of enforcing obedience, however, was resorted to but once; after which, the duties of the ship were executed without any more grumbling.

May 14. — This morning, saw Cape Frio, bearing west-south-west, distant fourteen miles. During the whole of the day, ran down the land under a press of canvass, with the wind from south-east; towards sunset, the wind dying away, hauled in, and anchored abreast of the Island of Maricas, in twenty fathoms water. This is one of a group of small islands situated at a short distance from the harbor of Rio de Janeiro. Here we lay during the night. At 8 A. M., the sea breeze setting in, we immediately got under way, and stood into the harbor. When abreast of the "Sugar-loaf," we were boarded by a boat from the fort, from which a pass was obtained to proceed up the bay to the anchorage-ground; and before we reached the latter place we were boarded by several boats belonging to men-of-war, the custom-house, and the forts. At 11 A. M., came to an anchor, in seven fathoms water, abreast of the Island of Cobras; after which we moored the ship. Here we underwent a severe examination by the officers of a Portuguese man-of-war, by whom we were forbidden to go on shore until a further examination was made by the intendant of the police. In this way we were kept in suspense until night, without any communication with the shore. After dark, to our great surprise, a large boat, full of armed soldiers, came alongside, the commanding officer

the next morning. Now, the idea of passing another night here was almost insupportable, especially by the two young merchants; but, to make a virtue of necessity, and cheered by the reflection that our sufferings would be short, we waited with patience until the next morning, when an order came for our discharge. We proceeded to the residence of S. W. B., an American commission-merchant, with whom the two young men who came out in the ship had entered into copartnership. From Mr. B. we learned the cause of our imprisonment. It seems that information had been received that an American vessel from France, *via* United States, had actually sailed from the former place for this port, having passengers on board who were supposed to be French spies. It further appears that, our ship answering the description of the obnoxious vessel, their suspicions fell upon us as being the spies in question; the result of which was, we were thrown into prison.

It is probably known that Don John, the king of Portugal, left Lisbon with his family in haste, (at the period when the French endeavored to possess themselves of that capital,) and took up his residence at Rio; and notwithstanding the broad Atlantic rolled between his enemies and himself, and, besides, the combined armies of England and Portugal were opposing them, yet, nevertheless, so great were his fears, that the most rigid search was made in every foreign ship, to ascertain, if possible, if any Frenchmen were secreted in them. The affair of our imprisonment created much excitement, and it became the subject of a correspondence between the American minister and the court of Brazil; in consequence of which, the Americans were treated with the greatest respect during the remainder of my stay in Rio. I now repaired on board the ship, and her cargo was soon discharged, the ballast taken in, &c., and she was made ready to proceed on her voyage. Fortunately, Capt. L. had procured a young man to act in my place as second mate, and I was paid off and formally discharged from the ship, to my great satisfaction.

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CHAPTER XVII.

UNFORTUNATE CIRCUMSTANCES INDUCING A RETURN TO THE UNITED STATES—ARRIVAL—WARLIKE PREPARATIONS—PROSPECTS OF REMAINING ON SHORE BROKEN UP—ENTERED ON BOARD A PRIVATEER—SAILED ON A CRUISE.

I SAILED on my sixth voyage, and arrived safely in Buenos Ayres. After having been there a few days, another vessel arrived from Rio, having persons on board with powers to attach my vessel and cargo. I soon learned that the house at Rio, in whose employment I sailed, had failed for a large amount, and that these persons were their creditors. I was now left without a vessel, and, fearing that I should lose the funds placed in their hands, lost no time in getting back to Rio; and when there, I found the condition of the house even worse than I had anticipated; for all my two years' hard earnings were gone, with the exception of about five hundred dollars.

With this small sum I took passage in the ship Scioto, bound for Baltimore. I was induced to do this because little doubt was then entertained that there would be a war between the United States and England, and I was anxious to get home, if possible, before it was declared. We were fortunate enough to arrive in safety, although the war had been actually declared fifteen days before we got inside of the Capes of Virginia. When we arrived in Baltimore, I found the most active preparations were in progress to prosecute the war. A number of privateers were fitting out; and every where the American flag might be seen flying, denoting

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altogether. I was deceived by him; consequently all intercourse was broken off between us. As my prospects were now blasted, in reference to establishing myself in business on shore, I resolved once more to embark on my favorite element, and try my luck there again. Here too, in Norfolk, all was bustle and excitement — drums beating, colors flying, soldiers enlisting, men shipping in the States' service, and many privateers fitting out, — creating such a scene of confusion as I had never before witnessed.

Young, and of an ardent temperament, I could not look upon all these stirring movements an unmoved spectator; accordingly, I entered on board the George Washington privateer, in the capacity of first lieutenant. She mounted one twelve-pounder on a pivot, and two long nines, with a complement of eighty men. She was in all respects a beautiful schooner, of the most exact symmetrical proportions, about one hundred and twenty tons' burden, and said to be as swift as any thing that floated the ocean. In reference to this enterprise, I must confess, in my cooler moments, that I had some qualms: to be sure, here was an opportunity of making a fortune; but then it was counterbalanced by the possibility of getting my head knocked off, or a chance of being thrown into prison for two or three years: however, I had gone too far to recede, and I determined to make the best of it. Accordingly, I placed what little funds I had in the hands of Mr. G., of Norfolk, and repaired on board of the privateer, with my dunnage contained in a small trunk and clothes-bag. On the morning of July 20th, 1812, the officers and crew being all on board, weighed anchor, made sail, and stood down the river, with the stars and stripes floating in the breeze, and was saluted with a tremendous cheering from the shore. I now was on board of a description of craft with which I was entirely unacquainted; I had, therefore, much to learn. The lieutenants and prize-masters, however, were a set of clever fellows; but the captain was a rough, uncouth sort of a chap, and appeared to me

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crew by this daring manœuvre, but we found we could rely upon our heels for safety.

Nothing material occurred until we got into the Mona passage, when we fell in with the Black Joke privateer, of New York; and being unable to ascertain her character, in consequence of a thick fog, we came into collision, and exchanged a few shots, before we found out we both wore the same national colors. This vessel was a sloop of not very prepossessing appearance; but as she had obtained some celebrity for sailing in smooth water, having previously been an Albany packet, she was fitted out as a privateer. In a sea-way, however, being very short, she could not make much more head-way than a tub. It was agreed, between the respective captains of the two vessels, to cruise in company, and in the event of a separation, to make a rendezvous at Carthagena. We soon ascertained that our craft would sail nearly two knots to the Black Joke's one, and it may well be supposed that our company-keeping was of short duration. In two days after parting with her, the long-wished-for cry of "Sail ho!" was sung out from the mast-head. Made all sail in chase. When within short gunshot, let her have our midship gun, when she immediately rounded to, took in sail, hoisted English colors, and seemed to be preparing to make a gallant defence. In this we were not mistaken, for as we ranged up, she opened a brisk cannonading upon us. I now witnessed the daring intrepidity of Captain S.; for, while the brig was pouring a destructive fire into us, with the greatest coolness he observed to the crew, "That vessel, my lads, must be ours in ten minutes after I run this craft under her lee quarter." By this time we had sheered up under her stern, and received the fire of her stern-chasers, which did us no other damage than cutting away some of our ropes and making wind-holes through the sails. It was the work of a moment; the schooner luffed up under the lee of the brig, and, with almost the rapidity of thought, we were made fast to her main chains. "Boarders away!" shout

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CHAPTER XVIII.

BOARDING IN THE NIGHT — CAPTURE — TAKEN PRISONER BY CANNIBALS — HORRIBLE TREATMENT — RELEASE BY RANSOM — SAIL FOR CARTHAGENA.

In a few days we arrived at our destination, without falling in with any other vessel; and, on entering the port, we found our comrade, the Black Joke privateer, which had arrived a day or two previously. Carthagena lies in the parallel of 10° 26′ north, and 75° 38′ west longitude; the harbor is good, with an easy entrance; the city is strongly fortified by extensive and commanding fortifications and batteries, and I should suppose, if well garrisoned and manned, they would be perfectly able to repel any force which might be brought to bear against them. It was well known, at this time, that all the provinces of Spain had shaken off their allegiance to the mother country, and declared themselves independent. Carthagena, the most prominent of the provinces, was a place of considerable commerce; and about this time, a few men-of-war, and a number of privateers, were fitted out there. The Carthagenian flag now presented a chance of gain to the cupidity of the avaricious and desperate, among whom was our commander, Capt. S. As soon, therefore, as we had filled up our water, &c., a proposition was made by him, to the second lieutenant and myself, to cruise under both flags, the American and Carthagenian, and this to be kept a profound secret from the crew, until we had sailed from port. Of course we rejected the proposition with disdain, and told him the consequence of such a measure, in the event of being taken by a man-of-war of any nation, —

ter, and I found myself inwardly shrinking, when I was aroused by the voice of the bowman, saying, "There she is, sir, two points on the starboard bow." There she lay, sure enough, with every sail hoisted, and a light was distinctly seen, as we supposed, from her deck, it being too high for the cabin-windows. We now held a consultation, and saw no good reason to change the disposition of attack, except that we agreed to board simultaneously. It may be well to observe here, that any number of men on a vessel's deck, in the night, have double the advantage to repel boarders, because they may secrete themselves in such a position as to fall upon an enemy unawares, and thereby cut them off, with little difficulty. Being fully aware of this, I ordered the men, as soon as we had gained the deck of the schooner, to proceed with great caution, and keep close together, till every hazard of the enterprise was ascertained. The boats now separated, and pulled for their respective stations, observing the most profound silence. When we had reached within a few yards of the schooner, we lay upon our oars for some moments, but could neither hear nor see any thing. We then pulled away cheerily and the next minute were under her counter, and grappled to her; every man leaped on the deck without opposition. The other boat boarded nearly at the same moment, and we proceeded in a body, with great caution, to examine the decks. A large fire was in the caboose, and we soon ascertained that her deck was entirely deserted, and that she neither had any boat on deck, nor to her stern. We then proceeded to examine the cabin, leaving an armed force on deck. The cabin, like the deck, being deserted, the mystery was easily unravelled. Probably concluding that we should board them under cover of the night, they, no doubt, as soon as it was dark, took to their boats, and deserted the vessel. On the floor of the cabin was a part of an English ensign, and some papers, which showed that she belonged to Jamaica. The little cargo on board consisted of Jamaica rum, sugar, fruit, &c.

The breeze now springing up, and the privateer show-

wams; but no spot of grass, or shrub, was visible to the eye, with the exception of, here and there, the trunk of an old tree. One solitary Indian was seen stalking on the beach, and the whole scene presented the most wild and savage appearance, and, to my mind, augured very unfavorably. We pulled in with the casks in tow, seven men being in each boat; when within a short distance of the beach, the boats' heads were put to seaward, when the Indian came abreast of us. Addressing him in Spanish, I inquired if water could be procured, to which he replied in the affirmative. I then displayed to his view some gewgaws and trinkets, at which he appeared perfectly delighted, and, with many signs and gestures, invited me on shore. Thrusting my pistols into my belt, and buckling on my cartridge-box, I gave orders to the boats' crews, that in case they discovered any thing like treachery or surprise, after I had gotten on shore, to cut the water-casks adrift, and make the best of their way on board the prize. As soon as I had jumped on shore, I inquired if there were any live stock, such as fowls, &c., to be had. Pointing to a hut about thirty yards from the boats, he said that the stock was there, and invited me to go and see it. I hesitated, suspecting some treachery; however, after repeating my order to the boats' crews, I proceeded with the Indian, and when within about half a dozen yards of the hut, at a preconcerted signal, (as I supposed,) as if by magic, at least one hundred Indians rushed out, with the rapidity of thought. I was knocked down, stripped of all my clothing except an inside flannel shirt, tied hand and foot, and then taken and secured to the trunk of a large tree, surrounded by about twenty squaws, as a guard, who, with the exception of two or three, bore a most wild and hideous look in their appearance. The capture of the boats' crews was simultaneous with my own, they being so much surprised and confounded at the stratagem of the Indians, that they had not the power, or presence of mind, to pull off.

After they had secured our men, a number of them jumped into the boats, pulled off, and captured the prize, *without* meeting with any resistance from those on board,

Accordingly, at sunset I was unloosed and conducted by a band of about half a dozen savages to the spot, where I found the remainder of our men firmly secured by having their hands tied behind them, their legs lashed together, and each man fastened to a stake that had been driven into the ground for that purpose. There was no possibility to elude the vigilance of these miscreants. As soon as night shut in, a large quantity of brushwood was piled around us, and nothing now was wanting but the fire to complete this horrible tragedy. The same malicious savage approached us once more, and with the deepest malignity taunted us with our coming fate. Having some knowledge of the Indian character, I summoned up all the fortitude of which I was capable, and in terms of defiance told him that twenty Indians would be sacrificed for each one of us sacrificed by him. I knew very well that it would not do to exhibit any signs of fear or cowardice; and, having heard much of the cupidity of the Indian character, I offered the savage a large ransom if he would use his influence to procure our release. Here the conversation was abruptly broken off by a most hideous yell from the whole tribe, occasioned by their having taken large draughts of the rum, which now began to operate very sensibly upon them; and, as it will be seen, operated very much to our advantage. This thirst for rum caused them to relax their vigilance, and we were left alone to pursue our reflections, which were not of the most enviable or pleasant character. A thousand melancholy thoughts rushed over my mind. Here I was, and, in all probability, in a few hours I should be in eternity, and my death one of the most horrible description. "O," thought I, "how many were the entreaties and arguments used by my friends to deter me from pursuing an avocation so full of hazard and peril! If I had taken their advice, and acceded to their solicitations, in all probability I should at this time have been in the enjoyment of much happiness." I was aroused from this reverie by the most direful screams from the

was the best plan I could have adopted; for, when they perceived that I exhibited no signs of fear, not a single arrow was discharged at me. Fortunately, before they grew weary of this sport, to my great joy the privateer hove in sight. She stood boldly in, with the flag of truce flying, and the savages consented to let one man of their own choosing go off in the boat to procure the stipulated ransom. The boat returned loaded with articles of various descriptions, and two of our men were released. The boat kept plying to and from the privateer, bringing with them such articles as they demanded, until all were released except myself. Here it may be proper to observe, that the mulatto man who had been selected by the Indians performed all this duty himself, not one of the privateer's crew daring to hazard their lives with him in the boat. I then was left alone, and for my release they required a double ransom. I began now seriously to think that they intended to detain me altogether. My mulatto friend, however, pledged himself that he would never leave me.

Again, for the last time, he sculled the boat off. She quickly returned, with a larger amount of articles than previously. It was a moment of the deepest anxiety, for there had now arrived from the interior another tribe, apparently superior in point of numbers, and elated with the booty which had been obtained. They demanded a share, and expressed a determination to detain me for a larger ransom. These demands were refused, and a conflict ensued of the most frightful and terrific character. Tomahawks, knives, and arrows, were used indiscriminately, and many an Indian fell in that bloody contest. The tomahawks were thrown with the swiftness of arrows, and were generally buried in the skull or the breast; and whenever two came in contact, with the famous "Indian hug," the strife was soon over with either one or the other, by one plunging the deadly knife up to the hilt in the body of his opponent; nor were the poisoned arrows of less swift execution, for wherever they struck, the wretched victim was quickly

CHAPTER XIX.

LEAVE THE PRIVATEER, AND SAIL FOR THE UNITED STATES — ENTER ON BOARD A LETTER OF MARQUE — CAPTURED BY THE ENGLISH — RECAPTURED BY THE PAUL JONES PRIVATEER — ENTER AS PRIZE-MASTER — HER OFFICERS AND CREW.

The usual restoratives and care were administered, and I soon recovered from the effects of my capture. Some of the others were not so fortunate; two of them especially were cut in a shocking manner, and the others were so dreadfully beaten and mangled by clubs, that the greatest care was necessary to save their lives. My dislike for the captain had very much increased since that unhappy, disastrous affair; it would not have occurred if he had taken my advice, as his illiberality, and the hints he threw out in reference to my courage, were the causes of my suffering and the sad result of the enterprise. I determined, therefore, in conjunction with the second lieutenant, to leave the privateer as soon as we arrived in Carthagena, to which port we were now bound. We soon had a good pretext for putting this determination into execution; for, two days after the affair with the Indians, we fell in with a Spanish schooner, and, for the first time since leaving Carthagena, a commission and flag of the latter place were produced by Captain S. Under this commission and flag he captured the schooner, being deaf to every remonstrance that was made to him by us. The prize was manned, and ordered to Carthagena, where she arrived two days after our entrance into that port. The second lieutenant and myself immediately demanded our discharge, and share of prize money, which were granted, when we received eighteen hundred dollars each, *as our* part of the captures. With these funds we pur-

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off from the "Levee," dropped down the river, and on the 12th went out of the "north-east pass," and discharged our pilot. This vessel was a schooner of three hundred tons' burden, Baltimore-built, and of the most beautiful symmetrical proportions; she mounted ten guns, with a crew consisting of thirty men. Our commander was a native of New Orleans, a good seaman, possessing, at the same time, great affability of manners and great decision of character. The second officer was an old American seaman, rough in his exterior, yet, at the same time, frank, open, and generous, with a frame and constitution that seemed to defy the hardships of a sea life. The crew were a fine set of able seamen, and in such a craft I promised myself as much comfort as could be expected apart from the danger of capture and the perils of the sea.

Nothing material transpired until we reached the Maranilla Reef, when, on the morning of the 21st, we fell in with an English frigate. Fortunately for us, we were to the windward, or she would have crippled us, being within gun-shot. All sail was made on the schooner; the chase continued throughout the whole day; and at sunset we had not gained in distance more than one mile; the reason of this, however, was owing to a strong breeze which obliged us to "reef down," the frigate carrying top-gallantsails during the whole day. When night set in, under its cover we altered our course, and eluded the vigilance of the enemy, for in the morning nothing was to be seen from the mast-head. This was the first chase; and, although I had great confidence in the judgment and ability of Captain N., as a schooner-sailer, yet I had not so much in the sailing of the schooner; but was informed by the captain that her best play was before the wind. It was not long before we had a fair trial of her speed in that way; for on the 25th, at 8 in the morning, we fell in with an English sloop-of-war, about two miles to the windward. As there was no possibility of escaping her on a wind, it blowing a strong breeze at the time, we kept away right before the wind, so as to bring the sails of the sloop-of-war all on one *mast*; in this way, we beat her easily without setting

juncture, another sail was made on our starboard bow, standing for us on the larboard tack. No alternative was now left us, but to cross the bows of the seventy-four, and take the chance of her fire. It was the work of a few minutes, as we had closed in with her, and it became evident that we should not pass more than half gun-shot off. The seventy-four, perceiving our predicament, kept away; but it was too late; she was now on our quarter. We received her fire without damage, and in the next ten minutes had a reefed squaresail set, and our noble craft was running off at the rate of twelve knots. It became now a stern-chase, for already had the vessel to windward, which proved to be a sloop-of-war, kept away, and under a press of canvass was bearing down upon our beam. This was a hard chase, for we soon altered the bearings of the frigate and seventy-four; but it was not until sunset that we brought the sloop-of-war in our wake, about two miles' distance astern. The next morning, the gale had increased, and the sea had risen to such a height, that scudding became dangerous; it was, therefore, determined to bring the schooner up to the wind. No evolution on board of a vessel, especially in a sharp schooner, is fraught with so much hazard as bringing her to the wind in a heavy gale. The greatest care is necessary by watching the rolling seas, which are generally three in number, after which it is proportionally smooth for a few seconds; occasionally, in these intervals, the wind lulls; advantage must then be taken, such sail as the vessel will bear must be set and well secured, and then she should be brought to the wind by easing her helm to leeward. This was done with our craft in a seaman-like manner; a balanced-reefed foresail was set, the sheet bowsed taut aft, and a tackle hooked on to the clew, and it bowsed nearly amidships with the helm two and a half points to leeward. She rode in this way nearly head to the sea, forging ahead two knots, and not making more than two and a half points lee-way. This was the first time that I had seen a craft of this descrip-

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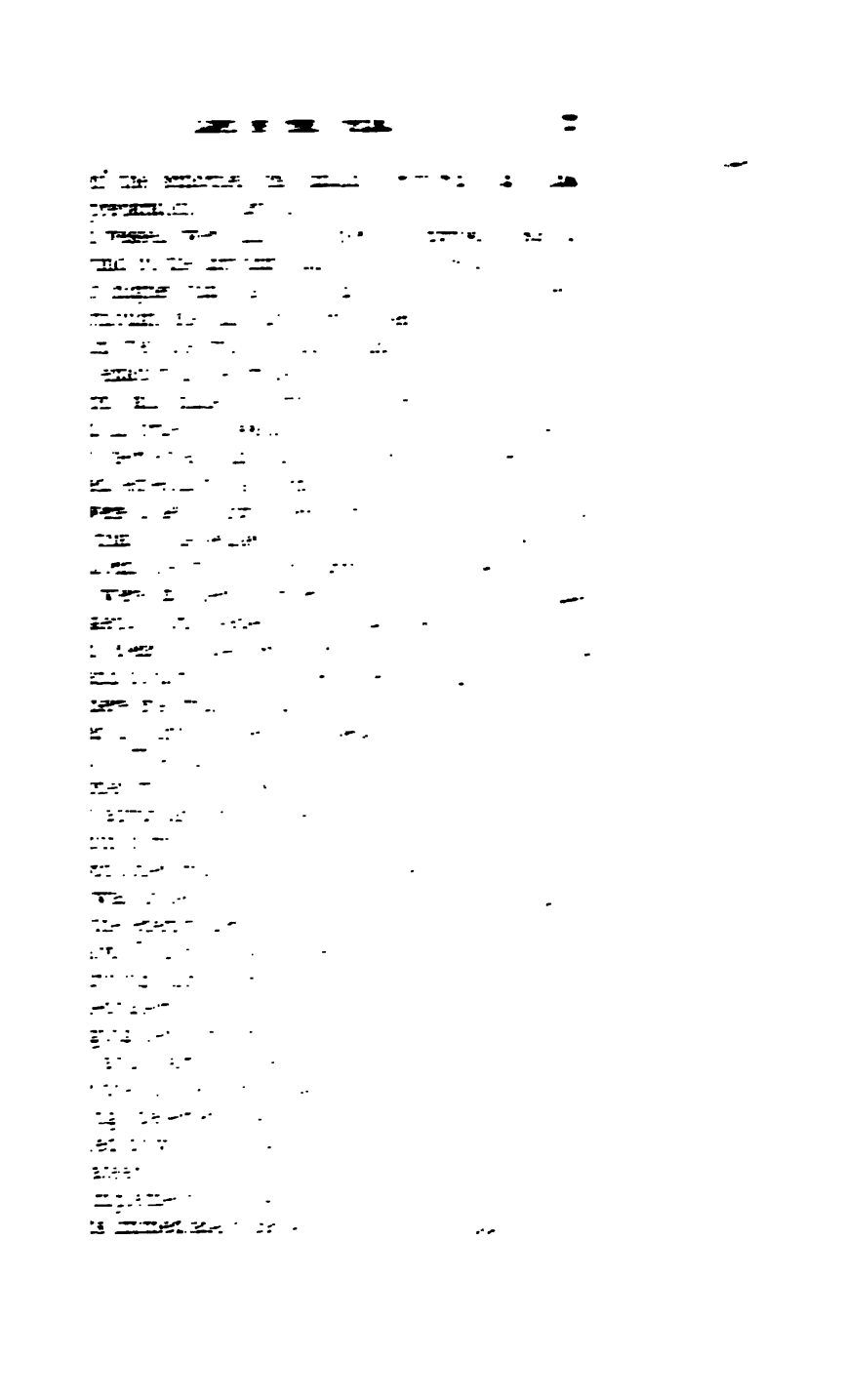
American ensign was struck, and in twenty minutes they had possession of this valuable vessel and cargo. So strong was my presentiment of some coming disaster, that I had taken the precaution, during the night, to sew up in a flannel shirt all the money I had, consisting of seventeen doubloons, and then put it on. It was well I did so, for these vessels proved to be three Guernsey privateers. The ship mounted eighteen guns, with seventy men; the two brigs each mounted fourteen guns, with fifty men. After getting possession of the schooner, they robbed us of almost every thing they could lay their hands upon. Our crew were distributed among the three vessels; the captain, myself, and two men, were put on board the ship. The schooner was manned, and ordered to the Island of Guernsey; after which the privateers separated, to cruise on different stations. The destination of the ship, from what I understood, was to cruise on the coasts of Spain and Portugal. The captain and myself received good treatment; for, after we had reported to the captain of the privateer the loss of our clothing, he ordered a search to be made for them, and all were recovered, as they happened to be on board of the ship. They were very much elated with their success, and assured us that the first licensed ship they fell in with, we should be released.

Three days after our capture, while standing on a wind, the cry of "Sail ho!" was heard from the masthead, bearing on the lee beam. The ship was kept off, until the strange sail could be clearly made out. It proved to be a large rakish-looking schooner, evidently American by the set of her masts, cut of the sails, and color of the canvass. It was immediately suggested to us by the captain of the ship that there was another fine prize, and I was requested to look at her with the glass. I soon discovered that she was a man-of-war of some description, and intimated as much to him; he was soon confirmed in this opinion, for the strange sail kept her wind, and manifested no disposition to get out of the way. When the ship had gotten within two



of the ship was sent on board the schooner. Now, a scene of plunder and robbery was perpetrated, by the privateer's crew, which beggars all description; every article of clothing and stores, which they could lay their hands upon, were taken without any ceremony. The crew were a perfect set of desperadoes and outlaws, whom the officers could neither restrain nor command. Capt. N. and myself were now conveyed to the privateer without our clothes, for we had shared the like fate with the crew of the ship, by having our trunks broken open and robbed of all their contents.

The excitement being over, a prize-master and crew were put on board of the ship, and she was ordered to the United States. Capt. N. prevailed with the captain of the privateer to let him proceed in her; but all the arguments I could make use of, to accompany him, were fruitless; so I concluded to make the best of a bad bargain, and was induced, by the persuasions of the captain and the prospect of gain held out to me, to enter as prize-master. The next cruising ground was in the neighborhood of the Western Islands, to which, with all possible despatch, we repaired.

It may not be out of place here to present the reader with a sketch of the characters of the men with whom I was now associated. Capt. T., a man of about thirty-five years of age, was a gentleman in his manners, yet impatient of contradiction; bold and fearless; generally acted with great precipitation, and, consequently, without the exercise of much judgment. Mr. B., the 1st lieutenant, was an educated man, a good seaman, cool and intrepid, and was strongly marked with the protuberance of cause and effect. Mr. J., the 2d lieutenant, was about thirty years of age, an active seaman, with limited education, but was a smart and enterprising officer. Mr. G., the 3d lieutenant, was a young man who did not seem to be designed for the perils of war or the hardships of a sea life; he was amiable, but being limited in his knowledge of seamanship, had very little confidence in himself. I understood, however, that his courage was

indoubted. Mr. W.. the sailing-master, was about fifty years of age, had formerly been [illegible] W[illegible] man out of Connecticut, a [illegible] navigator; but he was a low, mean, [illegible] of anomaly, possessing none of those [illegible] qualities which characterize a sailor — avaricious to the last degree, and would resort to the meanest acts to acquire gain. The prize-masters, six in number [illegible] ing myself, were a set of jolly fellows, and believed themselves to be superior in rank and talent to any on board except the captain, because they considered that they would be installed into the office of commander before the cruise was up. Mr. C., lieutenant of marines, was neither soldier nor sailor, had been a sort of country lawyer, and would rather sit down to a good dinner than face an enemy. In going through the drill exercise, he might appropriately be called "Captain Bombast" of the privateer. The surgeon very much resembled, to my imagination, the apothecary of Shakspeare: he was somewhat advanced in years, and had, in the days of his youth, read physic in a [illegible] to some half-dozen lectures in a [illegible] then dubbed M. D., and set [illegible] and pill-box, to practise [illegible] had obtained some little [illegible] a limb: but as he could not [illegible] ly, being well nigh starved [illegible] he resolved to use his [illegible] by plunging into the [illegible] usual remedy to a sick [illegible] because, he said, [illegible] lavished on a wounded [illegible] was a safe and easy [illegible] nothing. On the [illegible] from the engagement [illegible] very serviceable [illegible] the side and there [illegible] sented the poor wounded [illegible] was the best method he [illegible]

or fractured limb, "because," he added, with a broad grin, "it is safe and easy, and costs nothing."

And now for the crew; but here description fails. The English language is too poor adequately to do them justice. Imagine to yourself, reader, a company of eighty men, selected from the very *élite* and respectable portions of the lowest sinks located in the "Five Points," "Hook," and other places of like celebrity in New York. Here they were, a motley crew of loafers, highbinders, butcher boys, &c. &c. To be sure, there was, now and then, a good and true-hearted sailor among them; but, "like angels' visits, they were few and far between." As it may well be supposed, long confinement with such a company as above described could not be an enviable situation to a man of taste; but the continual hurry-scurry, uproar, and excitement, on board of a privateer, leave but a short time for reflection; and furthermore, being creatures of imitation, we soon become insensibly conformed to the daily habits of surrounding associations. This was my case; for, although my better judgment taught me to despise this mode of warfare, — at best, in my opinion, it is only a systematic method to plunder unoffending men, — yet I soon became in some degree reconciled to my situation.

CHAPTER XI.

OF PRIZES — [illegible] — [illegible] OF [illegible].

[illegible] morning [illegible] September, the [illegible] reached [illegible] and on the [illegible] the same [illegible] the island of Terce[illegible] group of the Azores [illegible] Western Islands. [illegible] after passing around those [illegible] brig, bound to Fayal, was [illegible]; she was manned, and [illegible]

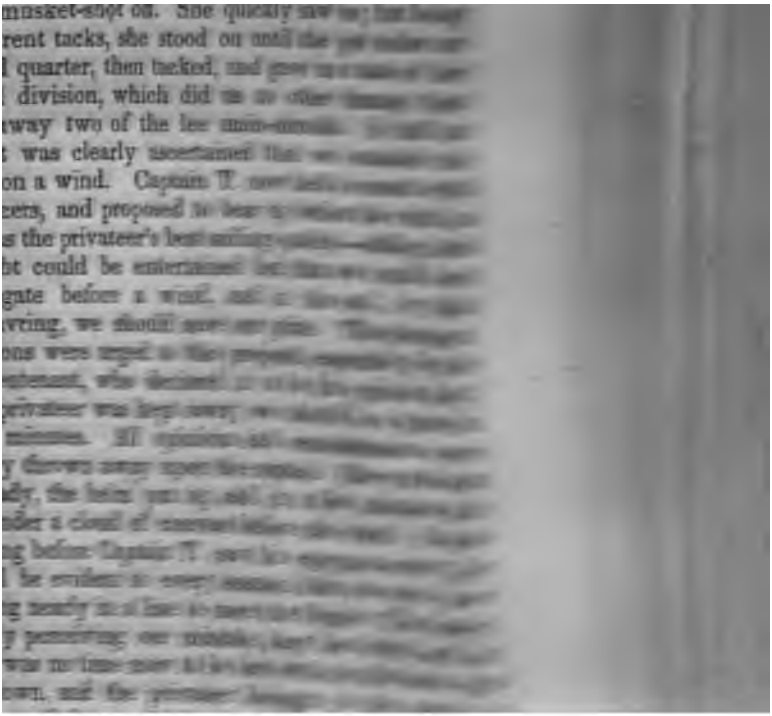
On the afternoon of the [illegible] English schooner bound [illegible] hen in sight. We rescue[illegible] them all on board this [illegible] island. From the [illegible] ained information [illegible] fleets of merchant[illegible] lled from England [illegible] idding ourselves [illegible] station, so that [illegible] of the fleet. A [illegible] brought [illegible]

serious doubts as to the privateer's sailing, I was under the impression that a smart-sailing man-of-war with any chance would capture us, for she could not compete with the letter-of-marque which I was last on board of, in point of sailing. The next day after the capture of the brig, a large sail was made, broad off on the star board bow. We soon came up with the chase, and she proved to be an American ship bound to Lisbon. Captain T., suspecting that she was sailing under a British license, made the most diligent search for it, but for a long time without effect. At length, however, the anchors were unstocked, and, to our great satisfaction, we found the license concealed between the upper and lower parts of the anchor-stock. Of course, this settled her business; she was a good prize, and we despatched her to the United States — all of the crew, except the officers, entering on board the privateer.

At daylight in the morning, December 4th, we fell in with the combined Lisbon and Mediterranean fleets: they were far to leeward of us; consequently we had the advantage of choosing our position, and harassing them under cover of the night; but we soon perceived Captain T.'s intention was to run into the midst of the fleet in the daytime. Against this mode of procedure every officer on board remonstrated loudly; the captain, however, was obstinate; the privateer ran down amidst the fleet, hauled up alongside of a large ship, and engaged her at pistol-shot distance. Signals were now made by all the fleet for an enemy. The convoy, being in the van, quickly perceived what was going on, and a frigate and sloop-of-war were seen bearing down upon us under a press of canvass. No other alternative was left but to run. The wind being moderate, the privateer was kept before it, dropping the frigate, but the sloop-of-war gained upon us, and it seemed to be almost certain that she would bring us to an action; but when within gun-shot, she let drive her bow-chasers. By the impediment attendant upon her firing, together with her yawing to bring her guns to bear, the privateer gained

him by some stratagem. The greatest anxiety and excitement reigned throughout the privateer. The crew were packing up their traps, and the officers manifested the deepest suspense: fortunately, the weather was cloudy; and, as night shut in intensely dark, our only chance was to profit by it. The lights were now all put out, and profound silence enjoined. The frigate, on account of the darkness, could not be seen. The privateer was luffed to on the starboard tack, every sail lowered, and nothing was to be seen except her hull and poles. In about ten minutes, the frigate appeared, under a cloud of canvass, about two hundred yards from us, flying away to leeward like a race-horse. We now hauled on a wind to the eastward, and saw no more of the frigate. Captain T. decided to make a dash into the Irish Channel, to intercept the West India fleet, which was destined to sail in a few days, having made their rendezvous at Cork. We obtained this information from the captured brig. A few days not only brought us to our station, but it also terminated our cruise, as will be seen in the sequel.

On the morning of December 14th, it blowing fresh from the south-west, with thick, foggy weather, we were in the midst of the West India fleet before we saw them, they having sailed from Cork the day previous. No better opportunity could be wished for, to make captures, than the one before us; the fog would sometimes clear up, and then shut in thick, so that we could select any vessel we chose. Hauling alongside of a fine large brig, we boarded and captured her in ten minutes. A prize-master and crew were put on board of her, with orders to remain with the fleet until night, and then make the best of their way to any port in the United States. As I had succeeded in boarding and capturing this vessel with only the assistance of five men, I was promised the finest ship in the fleet by Captain T. The promise was somewhat premature, the fulfilment rather problematical. As the fog cleared up, we selected a large ship, and I of course got ready,



tafferel to the gangway. The frigate now overhauled us without any difficulty, and opened a most murderous fire, with the marines. We were unable to haul down our colors, from the fact of the topman-lift having been shot away. Seven men killed, and fifteen wounded, lay on our decks; and notwithstanding the frigate must have perceived that we were so much cut up that we had no command of the privateer, and that she lay like a log upon the water, nevertheless, she poured into us her quarter deck carronades, which, striking us a-midships, nearly cut our craft in halves. It was about four hours from the time we fell in with the frigate until the time of our capture, and in about one hour after, all of our crew were snugly stowed away on board of the frigate.

The prisoners were shoved down into the cable tiers; but the officers, seven in number, were politely treated with the soft side of a plank against the ward-room bulk-head. We were robbed of nearly all our clothing, and as roughly used as if we had been pirates. The prize was manned, and ordered into Plymouth, where, to our great satisfaction, she never arrived, having sunk off the Land's End. The crew, however, were saved in the boats.

The next morning the cry of "Sail ho!" was heard from the frigate's mast-head; in three hours she was up with the vessel, and, to our great mortification, it proved to be the prize brig we had taken from the fleet. When possession was taken of her, the prize-master and nearly the whole crew were found drunk. It appeared they did not make sail on the vessel during the night, and, on being interrogated, the prize-master was entirely ignorant of the position of the brig. Great exultation was now manifested by the officers of the frigate, and, to use their own expression, they had now taken the "Paul Jones and his mate."

In fifty hours the frigate was at an anchor in Plymouth harbor, and we were all put on board of a prison-ship, with the exception of the captain, first

pound and a half of black bread per man, which, when pressed together, might be encompassed in a man's hand. This, with a half of a pound of raw, fresh meat — the bones being always included in the weight — was the whole allowance for twenty-four hours. I have often weighed my allowance of meat, after it was boiled, and it never went beyond three ounces.

In three months after our entrance into this place, the American prisoners presented a sad spectacle of wretchedness and misery. Naturally improvident, and at the same time restless, always planning schemes to effect their escape, they could not bring themselves to any species of labor; many of them, too, coming from the worst grades of society, with habits imbibed from those haunts of wretchedness, soon lost, by gambling, what little means they had. This was not all; they sacrificed their clothing to this nefarious practice, and, now pinched with cold, and half starved for want of food, and with no regular mode of exercise, disease began to make its appearance among them in its very worst form. Many sickened and died; others became almost frantic with hunger; and that most abominable vice, theft, was perpetrated upon one another with impunity. I have actually seen one hundred, or more, of these half-starved wretches, scraping out, from the piles of offal thrown from the prison, potato and turnip skins, and whatever they could find to masticate, to satisfy their raging hunger. Those who had money fared well, from the fact that the French prisoners were allowed a market, outside of the first wall; and as the whole of these men were industrious, and brought themselves systematically to some pursuit, they manufactured a variety of articles, such as lace, straw plait for bonnets, bonework of almost every description, instruments of music, and miniature ships, &c. &c., which were bought up by the country people, or exchanged for their produce. Indeed, these French prisoners had become so thoroughly reconciled to their situation, (some of them having been here six or eight years,) that their minds appeared to be wholly

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could not earn more than one shilling per day — yet it was sufficient to keep me in coffee, bread, &c., as long as I remained in this place.

The sufferings of the American prisoners, wherever they were confined in England, were equal, if not greater, than those at Stapleton; and from this depot, as well as from others, petitions were frequently sent to our government, through the medium of Mr. Beasley, who was the agent for American prisoners in England. These petitions were drawn up in the most respectful manner, and set forth in strong terms the miserable and destitute condition of the American prisoners, the small quantity of daily food allowed by the British government, (in consequence of this scanty fare, many had starved to death,) and speedy and immediate relief was urgently prayed for. On the reception of these petitions, our government lost no time in affording the relief required, by empowering the agent to distribute to each prisoner six shillings and eight pence, monthly. This supply was indeed seasonable to many of our poor fellow-sufferers. Now, the industrious and economical could subsist tolerably well; but there were yet many among us who, no sooner than they received their monthly allowance, would resort to the gambling-table and lose it all. Not many of this description lived to see the United States.

When peace was effected between France and England, the French prisoners, of course, were liberated and sent to France; and, as there were but four hundred American prisoners at this place — not being a sufficient number to employ a garrison — our destination was fixed for Dartmoor. This was a matter of joy to many of us, because we contemplated that an escape would not be difficult; but, on the other hand, this depot was infinitely preferable to Dartmoor. The prison buildings here were far superior to those at Dartmoor, as well as the country around them; the facilities of a market for the purchase of provisions, and for the sale of whatever articles we could manufacture, were likewise much greater here.

meet the soldier before named; he was not there. The countersign was given, and the answer to it was, "Go back! or you are a dead man." All hopes of escape were now at an end; the bribed soldier, no doubt, had treacherously given me the wrong countersign, and, as I supposed, informed the commanding officer of my intention.

This most fatiguing and harassing march was continued for nine days, during which many of the prisoners broke down, and were so entirely disabled that it became necessary to transport them in wagons. So unremitting was the vigilance kept over us during the remainder of the march, after my project of escape had failed, that every effort to get away on the part of the prisoners proved ineffectual. At length, we arrived at Dartmoor; and I think I shall not overstep the bounds of truth, when I say that a more miserable and wretched spot could not have been selected in the Island of Great Britain, to erect a depot for prisoners of war, than this same barren heath presented. In vain may the eye exert its powers of vision to seek for shrub or verdure, and in vain may the mind contemplate a scene more melancholy than to see six thousand intelligent beings confined in a circumference of about one half of a mile, strongly fortified, and encircled by walls, ditches, and palisades, with cannon so planted as to command every part of the enclosure. It was, nevertheless, a relief to enter even this place, bad as it was, where we might find rest for our wearied limbs and debilitated bodies. But if the location of Dartmoor inspires the mind with gloom at first sight, much more sensibly did I feel the horrors of confinement, when thrust into the interior. There were about six thousand American prisoners, who had been gathered from all the prisons and prison-ships in England, and, with the exception of those Americans who had given themselves up from British men-of-war, and who at this time were in confinement at Portsmouth, comprised all the American prisoners now in England. These, then, for the most

part, were a perfect set of outlaws and desperadoes, having, no doubt, been selected from the most notorious haunts of vice in all the seaports within the United States. It must not be understood, however, that all came under this description of character, for there were some among the number, an honor to the profession of a seaman: but, then, the loafers and [illegible] greatly overbalanced the better-disposed; so that the law that "might gives right," was [illegible] and the levelling system was put into [illegible] If a man who had been an officer manifested [illegible] to keep himself aloof from [illegible] almost sure to be mobbed and [illegible] hand and good discipline [illegible] tering these poisons he was [illegible] ping-post and flogged.

This state of things [illegible] quently the [illegible] rescue the officers from [illegible] These outrages [illegible] given themselves [illegible] on to this place. [illegible] fellows, men of [illegible] quently, friends [illegible] minority, effect[illegible] oppression. Congress [illegible] majority to frame [illegible] regulation of the [illegible] and allegiance was [illegible] by a large majority [illegible] of these measures, [illegible] violated, the culprit, [illegible] to the enormity of the [illegible]

I was forcibly struck [illegible] with the miserable, squa[illegible] The clothes given them by [illegible] yellow, designed purposely [illegible] in case of escape. Emaciated [illegible] and scantiness of provision, [illegible]

tatters, they presented to my mind a set of unearthly objects, issuing from the recesses of Pandemonium, rather than a living mass of human beings. The conduct and pursuits of these men were so strikingly different from the French prisoners at Stapleton, that my mind not only sickened, but I really felt ashamed of my own countrymen. It must be conceded, however, that they were continually planning schemes of escape; consequently, they were restless and uneasy, and, instead of settling themselves down to any system of government, or adopting any plan or occupation, — such as carrying on the various branches of mechanism, for instance, — they spent their time with cards, dice, roulette tables, &c. &c. Here and there, however, throughout the prisons, might be seen stands, or shops, for the purpose of selling coffee and various kinds of eatables, and there were no small number of these stands for the sale of ardent spirits, &c. There were also a number of schools, and it might be said that this was almost the only reputable employment carried on among the prisoners. The monthly allowance, with proper care and management, would have been highly beneficial; but, as it was, to many it proved a curse instead of a blessing; for, immediately on receiving it, hundreds would resort to the gambling-table, and in a few minutes would come off minus; hundreds more would go to the rum shop, and their allowance would be quickly swept away. To me, the day of distribution was a day of terror, for the prisoners actually appeared more like a set of demons, let loose from the regions of darkness, than reasonable men. Every where drunkenness, fighting, and brawlings, might be seen throughout the prisons and prison-yards, and I really dreaded when the period arrived for distribution, although I was at all times much in want of this small pittance; indeed, it became more necessary because no market privileges were allowed here as in Stapleton; and, consequently, little could be sold, even if it were manufactured. This deprivation was a serious matter to many of the prison-

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drain, cut about three feet in width, and about the same in depth. Water from the adjacent hills constantly ran through these drains, and served the various purposes of carrying off the filth and offal, cleansing the prisons, washing clothes, cooking, &c. When it rained, which was not unfrequent, the water ran through these drains with great rapidity. I mention this trifling circumstance, to show that, in the following account, this small affair was of material advantage to the prisoners. And now for the proof of the restlessness of their character.

As all hopes of exchange had long since been given up, the prisoners unanimously agreed to form some plan, for the purpose of effecting a general escape; it was, therefore, decided to dig a subterranean passage with a perpendicular hole inside of one of the buildings The distance from the prison, in which the hole was to be dug, to the outside wall, was one hundred and ten feet. The plan was to dig twenty feet perpendicularly, and then run the parallel passage sufficiently wide to let two men pass abreast. This plan being matured, the prisoners bound themselves under a most solemn oath not to reveal the scheme, the forfeiture of which was death. The work was to be done in the night, as there was less danger of detection: the "turnkeys," &c., being then asleep, no other watch was kept but by the sentries on guard, as the prisoners were all locked up in the prisons. One or two almost insurmountable difficulties now presented themselves, viz., what could be done with the vast amount of rubbish which must necessarily be dug from this cavern, so as to elude the vigilance of the guards and turnkeys, who inspected the prisons every morning. To put it into our chests and bags would not do, neither would it be practicable to throw it down the common sewers, on account of the large quantity. The only safe plan, therefore, was to take advantage of the heavy rains, and to throw it into the drains before mentioned. The water flowed at these periods with such velocity that it would force it all off into the outer

ditch. The work was now commenced at the perpendicular hole was finished. The narrow passage was begun, when another very serious and unforeseen difficulty presented itself. The immense pressure of confined air within the subterranean vault was so great that, with all our efforts to restore a natural circulation, we were unable to work more than thirty minutes at a time: and as we advanced in distance, the pressure became greater, until it was absolutely necessary for our safety, that air-holes should be opened to the surface. This was a work of extreme hazard, because sentinels were posted, about thirty feet from each other, all around the prison yard. Detection, therefore, would seem to be inevitable: the risk, however, must be attempted, or the project abandoned. The first air-hole was commenced about twelve feet from the commencement of the passage, and extended to the surface without discovery.

This mine was an immense undertaking, in view of all the difficulties which surrounded it, viz., the vigilance of the guards, turnkeys, &c., the apprehended treachery of the prisoners, for it could not be supposed that all of so many, all would prove true, the great difficulty of concealing the dirt, and another of no less magnitude, which was, the frequency of encountering large rocks that obliged us to diverge from the straight line, thus increasing the work and lengthening the time of our escape. Forty nights, two hours each night, I must have exerted all my physical powers at the rate of almost beyond measure with the greatest [illegible] (for, as yet, all had been kept a profound secret from the enemy,) and as we had commenced [illegible] far as the limit [illegible] unless we were betrayed, [illegible] should prove successful, [illegible] Alas! how uncertain [illegible] hopes were [illegible] one who was among the most sanguine [illegible] and perhaps the most ardent [illegible] plan was first projected [illegible]

and often did we converse as to the mode of operation after we should have gotten clear from the prison. This man was a native American, of respectable connections, who, after he had sworn the most solemn oath not to divulge our plans, basely betrayed us by informing the captain of the prisons of all our operations, the distance we had penetrated, and, in a word, given the particulars of every thing in reference to the mine and the contemplated manner of our escape. For this most base and treacherous act, he obtained his release, and a passport to proceed to the United States.

The first intimation we received of detection, was being driven into the prison early in the forenoon, and locked up; then a regiment of a thousand men was marched into the yard, and formed a hollow square fronting on the line of excavation. The colonel of the regiment, with a small guard, entered the prison and descended the perpendicular hole, passed into the passage, and, after examining with great care and minuteness the entire work, he ascended, and publicly conferred a tribute of praise to men "who, under so many discouraging circumstances, not only managed to keep this gigantic work a profound secret, but who, by their unremitting perseverance, had carried on the work nearly to its completion." He declared, at the same time, that such men were worthy of their liberty. The work of destruction was commenced by the miners connected with the regiment; and after laboring two hours they came to the parallel passage; after which, filling up the remaining part was an easy matter, for the ground fell in without any difficulty. At four o'clock the whole passage was filled up, and our long-cherished hopes of escape were entirely frustrated. A solemn compact was entered into, by many of the prisoners, that, in the event of falling in with the base informer in after life, they would take his life.

Shortland, the commandant of the prison, and who, it was said, was a broken-down post-captain stood no-

torious for his many acts of tyranny; and it was also currently reported that the Admiralty had, by way of ridding the service of so much inhuman barbarity, placed him here as jailer to those confined within the enclosures of this celebrated depot.

After the discovery of this affair, this humane gentleman restricted every privilege that we had previously enjoyed, such as forbidding the entrance and sale of fresh provisions, vegetables, &c., as also by closely confining the prisoners, and sometimes by stopping their customary allowance. This treatment was continued at intervals, as spleen suggested to his choleric disposition, during the whole period of our confinement: notwithstanding repeated remonstrances were made to the American agent, in reference to the conduct of Shortland, no redress could be obtained.

At length, the long-looked-for news of the probability of peace reached our desponding hearts; but when information was received that commissioners were appointed by the contending parties to negotiate a treaty of peace at Ghent, and that the commissioners were actually on the spot, the loudest and most extravagant demonstrations of joy were exhibited throughout the prisons. But on the reception of the news that the treaty of peace had actually been signed by both parties, the effect upon the prisoners was beyond all description. The truth of it could hardly be realized. Some danced, while others sang; some laughed, and others wept, for joy; many resorted to the intoxicating bowl, and affirmed that they would get royally drunk; this pledge was kept to the very letter; the shops, or places where liquor, coffee, &c., had been sold, were broken down, and, for a short time, like as in the days of old, all things were partaken of in common, as they expected an immediate release. But they were disappointed in this, for the confinement was as close, and the treatment equally as bad, as it had been before the news of peace arrived; and in consequence of the delay of providing cartels by our agent, the confinement of the prisoners was pro-

longed months. This was mainly the cause of the unfortunate riot and the subsequent massacre of the prisoners, by the command of the commandant Shortland. For my own part, I was in some degree prepared for the news of peace, by the correspondence held with my friend in London; and yet, when it actually did come, such were my feelings, — vacillating between hope and fear, truth and fiction, — that it was some time before I brought myself to the positive conclusion that it was really true. In a few days, however, all doubts on this subject were entirely dissipated, as I received a letter from my friend, which informed me that he had obtained my release from the Transport Board, and that an order had been sent from that Board to release two of us immediately. In this letter was enclosed a five-pound bank note, to defray our expenses to London, also giving his address. I lost no time in getting all my traps in readiness for departure.

The next morning, M. and myself were called out, and passports were given to each of us by Shortland, and, a couple of soldiers taking up our trunks, the turnkey conducted us outside of the prison walls. We had previously ordered a post-chaise, into which we both entered, and drove off at a rapid rate for Ashburton, and I believe neither of us gave "one longing, lingering look behind," at Dartmoor prison. Ashburton is about twelve miles east of Dartmoor, a small village, the allotted location of prisoners on parole. Through this town lies the direct route to London. Here, then, we arrived in about an hour and a half, paid off our postilion with half a guinea, and remained during the night, and the next morning took seats on the top of the mail-coach for London.

The mail-coach driving at a rapid rate, we were, of course, very soon at our journey's end, and had but little opportunity to make observations on the highly cultivated grounds and beautiful scenery through which we passed. We were now in the midst of the largest metropolis in the world; two strangers, just emerged

slept soundly in his well-furnished rooms. After I had given him a distinct narration of nearly all the scenes and circumstances which had befallen me since our separation, we repaired to a "ready-made clothing store," where in a few minutes I was completely metamorphosed — my prison garb giving place to the costume of a London cockney. My friend informed us that he had procured situations on board of an American ship, which had been lying up in Russia during the whole of the war, but had come to London immediately on the news of peace; and that she was now actively loading in dock for the United States, and expected to sail in ten days. "In a week, therefore," said he, "it is necessary you should repair on board; during which time," he continued, "I will endeavor to show you all that is worth seeing in London." He was as good as his word, for every hour was employed, apart from our meals, in visiting the almost numberless places and scenes which are calculated to astonish and delight the stranger and traveller.

Our week expiring, we bade adieu to our kind hostess and family; and having exchanged our long clothes for a complete sailor's rig, we jumped into a hackney with Mr. B., drove to the London Docks, went immediately on board of the American ship Boston, and were introduced by Mr. B. to Captain Finley, as the two young men whom he had engaged to work their passage to the United States in his ship. The captain received us rather cavalierly, said he was glad that we had come on board, for he was short of hands to get in the cargo. He was a very queer-looking chap; and although dressed at the tip-top of the London fashion, yet his clothes did not sit on him with a good grace, having so much of the sailor about him. After hearing a few very ungenteel epithets bestowed upon the mate, I was inclined to believe that our situation on board would not be the most agreeable. In the end, however, I was deceived; for he was a good sailor, and though rough in

and entering the Chesapeake Bay with a fine le breeze, and every sail spread, we stood up the bay arrived at the port of Baltimore after a passage of days.

[illegible]

LOSS OF PRIZE-MONEY — [illegible] — ARRIVE ESCAPE FROM SHIPWRECK [illegible]

I REMAINED in the st[illegible] we discharged, and then [illegible] the port from which she [illegible] she belonged, Captain Finley being [illegible] pressed by Captain F. to remain [illegible] were two prominent reasons which made it necessary that I should decline his offer. The first was, to look after my prize-money and property, and the second was, I did not [illegible] We separated good friends, and I [illegible] Baltimore, and from there [illegible] New York [illegible] which the Paul Jones [illegible] course, the agent [illegible] my arriving at the [illegible] of the most valuable [illegible] had arrived in safety [illegible] vessels and cargoes [illegible] advantage. This [illegible] this time nearly [illegible] the prize-money [illegible] ten thousand [illegible] after the strictest [illegible] managed to get [illegible] erty, and then [illegible] other hands and [illegible] insolvent law. This [illegible] heated one hundred [illegible] hard earning — [illegible] and suffered [illegible]

ment in an English prison. Having ascertained that it would be useless to institute a suit against this agent, I gave up all hopes of recovering any portion of my dues. As there was another source from which I fully expected to receive funds, viz., the schooner which was left at New Orleans at the commencement of the war, I immediately wrote on to those gentlemen whom I had empowered to act in my absence. The answer to this letter imparted to me the unpleasant intelligence, that I was again doomed to be the victim of disappointment and the dupe of knaves. They had employed the vessel to considerable advantage, after which she was sold, and the proceeds received by them for my account, so that they had actually made money upon my capital, and defrauded me out of the whole! There was yet remaining one more resource, viz., that which was placed in the hands of Mr. G., of Norfolk. This sum — say three hundred dollars — on my making application for, was remitted forthwith, principal and interest, together with a trunk of wearing apparel. By the foregoing it will be seen, that without these funds (and they were earned prior to the commencement of the war) I should have been penniless, notwithstanding two and a half years had passed away, sometimes with hard fighting and many hair-breadth escapes, with untold hardships, besides a long and most painful confinement in an English prison.

My intentions now were, first, to visit my friends at the north; but as I had heard of the death of my father and of the marriage of my sister, I concluded to return to Baltimore, having settled in my mind to make this city a location for future operations. From this place, then, I entered on my first voyage after peace. My determination in this respect was the more settled, after I had become acquainted with the peculiar constitutional make of the southern people. I found them, in all respects, to be of a different temperament from those of the north; they were evidently more social, and their hospitality abounded almost to excess, especially towards

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ward,

harbor, and proceeded up the British Channel. At sunset it commenced to rain, and the weather was thick and cloudy. The different lights were seen as far as the Bill of Portland. At midnight lost sight of the land, and it blew a gale from off the French coast; close-reefed the topsails, and steered a course so as to keep in mid-channel. At daybreak the ship was judged to be off Beachy Head; the weather being so thick, the land could not be seen. The fore and mizzen-topsails were now furled, and the ship hove to. The rain began now to fall in torrents, and the heavy, dense, black clouds rose with fearful rapidity from the northward over the English coast, when suddenly the wind shifted from the south-west to north, and blew a hurricane. The mist and fog cleared away, and, to our utter astonishment, we found ourselves on a lee shore on the coast of France, off Boulogne heights. The gale was so violent, that no more sail could be made. The ship was so exceedingly crank, that when she luffed up on a wind, her bulwarks were under water. As she would not stay, the only alternative was, to wear; of course, with this evolution we lost ground, and consequently were driven nearer every moment towards the awful strand of rocks. The scene was now terrific; many vessels were in sight, two of which we saw dashed on the rocks; with the tremendous roar of the breakers, and the howling of the tempest, and the heavy sea, which broke as high as the fore-yard, death appeared inevitable. There was only one hope left, and that was, that, should the tide change and take us under our lee-beam, it might possibly set us off on the Nine-fathom Bank, which is situated at a distance of twelve miles north-north-west, off Boulogne harbor. On the event of reaching this bank, the safety of the ship and lives of the crew depended, as it was determined there to try the anchors, for there was no possibility of keeping off shore more than two hours, if the gale continued.

We were now on the larboard tack, and for the last half hour it was perceived that the tide had turned, and

was setting to the northward; this was our last and only chance, for the rocks were not more than half a mile under our lee, and as it was necessary to get the ship's head round on the starboard tack, which could only be done by wearing, it was certain that much ground would be lost by that evolution. The anchors were got ready, long ranges of the cables were hauled on deck, and the ends were clinched to the mainmast below; this being done, the axes were at hand to cut away the masts.

I have before remarked that Captain G. was an old, experienced seaman; and I never saw, before or since, more coolness, judgment, and seamanship, than were displayed by him on this trying occasion. In this perilous trial, the most intense anxiety was manifested by the crew, and then was heard the deep-toned voice of Captain G., rising above the bellowing storm, commanding silence. "Take the wheel," said he to me; and then followed the orders in quick succession: "Lay aft, and man the braces — see every thing clear forward to wear ship — steady — ease her — shiver away the main-topsail — put your helm up — haul in the weather fore-braces, and gather in the after-yards." The ship was now running before the wind for a few moments directly for the rocks; the situation and scene were truly awful, for she was not more than three hundred yards from the breakers. I turned my head aside — being at the helm — to avoid the terrific sight, and silently awaited the crisis. I was roused at this moment by Capt. G., who shouted, "She luffs, my boys! brace the main-yard sharp up — haul in the larboard fore-braces — down with the fore-tack, lads, and haul aft the sheet; — right the helm! steady, so — haul taut the weather-braces, and belay all." These orders were given and executed in quick succession. The ship was now on the starboard tack, plunging bows under at every pitch. Casting a fitful glance over my shoulder, I saw that we were apparently to leeward of the rocks. Very soon, however, it was quite perceptible that the tide had taken her on the lee beam, and was setting her off shore.

The gloom began now to wear away, although it was doubtful whether we should be able to reach the bank, and, if successful, whether the anchors would hold on. Orders were given to lay aloft and send down the top-gallant-yards, masts, &c. The helm was relieved, and I sprung into the main rigging, the chief mate going up forward. With much difficulty, I reached the main-topmast cross-trees, and, when there, it was almost impossible to work, for the ship lay over at an angle of at least forty-five degrees, and I found myself swinging not perpendicularly over the ship's deck, but at least thirty feet from it. It was no time, however, for gazing. The yard rope was stoppered out on the quarter of the yard, the sheets, clewlines, and buntlines, cast off, and the lift slackened, and then simultaneously from both mast-heads the cry was heard, "Sway away!" The parrel cut, the yard was quickly topped and unrigged, and then lowered away on deck. The next duty to perform was sending down the top-gallantmasts. After much difficulty and hard work, this was also accomplished; and although I felt some pride in the performance of a dangerous service, yet, on this occasion, I was not a little pleased when I reached the deck in safety.

By this time, we had gained four miles off shore, and it was evident that the soundings indicated our approach to the bank. Tackles were rove and stretched along forward of the windlass, as well as deck-stoppers hooked on to the ringbolts fore and aft. "Loose the fore-topsail!" shouted Capt. G.; "we must reach this bank before the tide turns, or by morning there will not be left a timber-head of this ship, nor one of us, to tell the sad tale of our disaster." The topsail was loosed and set, and the ship groaned heavily under the immense pressure of canvass; her lee rail was under water, and every moment it was expected that the top-mast or the canvass would yield. The deep-sea-lead was taken forward and hove: when the line reached the after-part of the main channels, the seaman's voice rose high in the air, "By the deep, nine!" It was three

were more than fifty sail in shore of us, some of whom succeeded in reaching the bank, and anchored with loss of sails, topmasts, &c. Many others were dashed upon the rocks, and not a soul was left to tell the tale of their destruction. I shall not forget that, on the second day, a Dutch galliot was driven in to leeward of us; and although, by carrying on a tremendous press of canvass, she succeeded in keeping off shore until 5 P. M., yet at sunset she disappeared, and was seen no more. After our arrival in London, we learned that this unfortunate vessel was driven on the rocks, and every soul on board perished.

The gale continued four days, at the expiration of which time it broke. At midnight, the wind hauled round to the eastward, and the weather became excessively cold, that, although we commenced heaving in the cable at 5 A. M., yet we did not get the anchor until 9 that night. Close-reefed topsails were set on the ship, and we stood over to the English coast, and anchored to the westward of Dungeness. During the whole period of this gale, which lasted four days, Capt. G. never for one moment left the deck; and although well advanced in years, yet his iron constitution enabled him to overcome the calls of nature for rest; and, notwithstanding the situation of the ship was perhaps more critical than many of those less fortunate vessels which stranded upon the rocks, yet his coolness, and the seaman-like manner with which the ship was handled, no doubt were the means of our being saved.

January 22. — The next morning, we took a pilot on board; but the wind continuing to blow fresh from the eastward, and Dungeness making a good lee, with the wind at that point, we did not get under way until January 27th, and then experienced fresh gales and head winds, which prevented our reaching Gravesend until the 31st; where we exchanged the Dover pilot for one belonging to the river, who understood the business, and who took the ship up the river into London dock in handsome style, on the 3d day of F

CHAPTER XXIII.

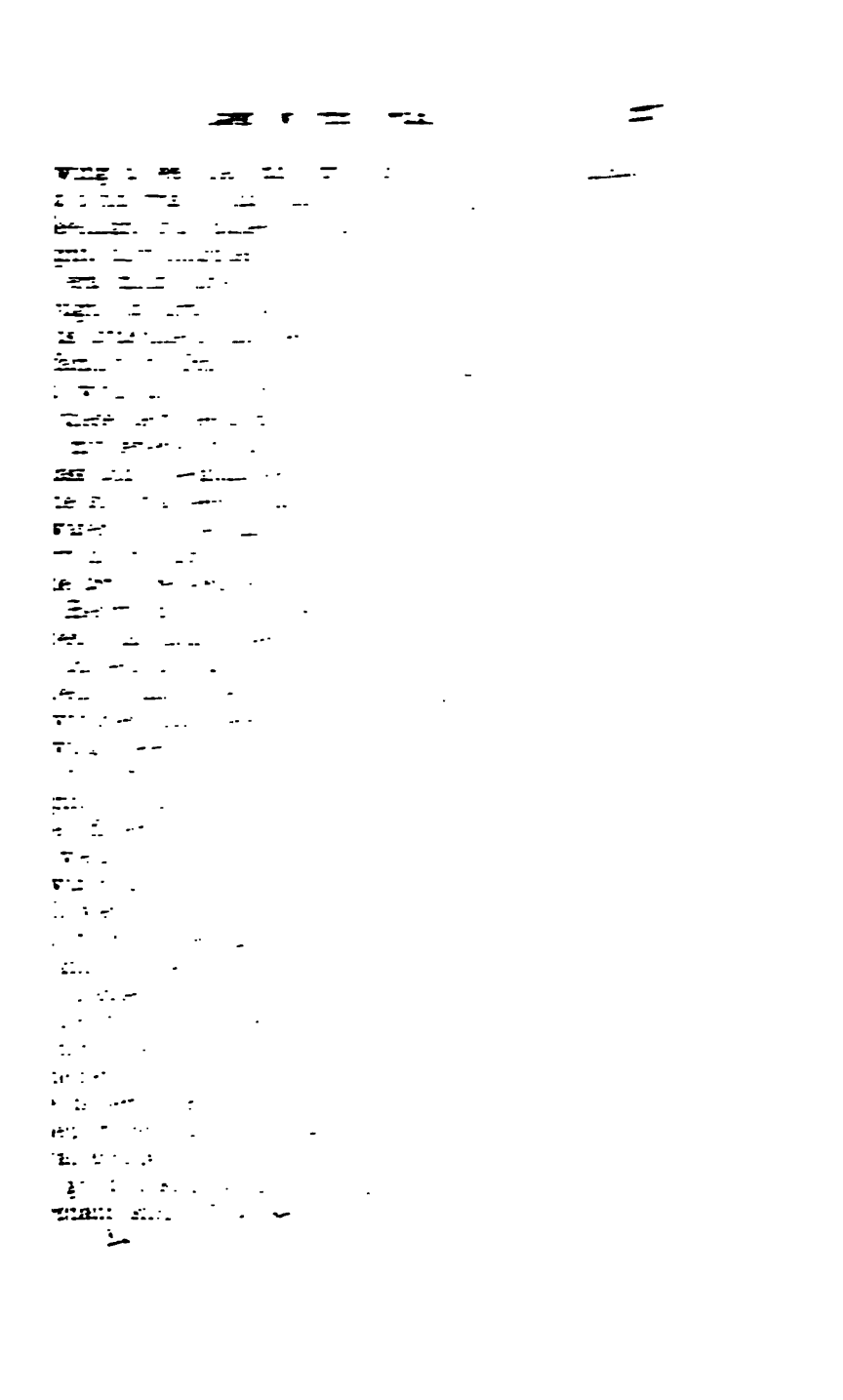
PASSAGE FROM LONDON TO BALTIMORE — VOYAGE TO OPORTO AND ST. UBES — DISASTER ON OPORTO BAR, &c.

April 10. — We had now completed taking in our cargo; and every thing being ready for sea, we hauled out of dock on the morning of the 11th, and stood down the river with a fair wind. The river pilot was exchanged at Gravesend for a Dover pilot, after which we had light, baffling winds, and did not reach the South Foreland until the 14th, when the pilot was discharged, sail was made, and we stood down the Channel with a light, easterly wind. Not long after getting into seaway, the ship leaked as badly as ever, so that, after passing the Scilly Isles, fears were entertained that we should have to put back, as it required one pump to be kept going continually, and in heavy weather both were necessary to keep her free. Fortunately, however, we had but few gales; and as we took the wind to the northward, after leaving the Channel, we fell into the middle latitude, from which it was almost impossible to get either to the northward or southward. In this latitude, we had a long course of light, southerly winds, veering frequently to the westward; and during the whole course of our long passage, which was ninety days, we had but one gale, and the remainder was a constant succession of light, westerly winds, with but few exceptions.

We arrived in the Chesapeake Bay, July 7th, after a most tedious and unpleasant passage of eighty-seven days, short of provisions and water, with a leaky ship, and discontent and discord prevailing among the crew. This state of insubordination rendered the situation of

became acquainted in this family, and learned the circumstances which have been related, it was not strange, especially as my temperament was of a sanguine cast, that I should take a deep interest in their welfare; and, whether I was worthy or unworthy of their faith, yet great confidence was reposed in me by them; and I began to suspect that the strong attachment I had for them might possibly eventuate in something nearer than mere friendship. I was the more confirmed in this by having, as it were insensibly, bestowed some marked civilities and attentions on the eldest daughter, who at that time had more than one admirer. Thus, then, stood the situation of affairs, when application was made to me to go as mate of the ship W. P., Captain S., bound for Oporto, St. Ubes, and back to the United States. As I had been on shore nearly two months and a half, and the wages and employ were good, I accepted the offer, and immediately went on board, and took in a cargo, which consisted of corn in bulk. In about a fortnight the ship was ready for sea.

The day appointed for sailing had arrived, and all hands were on board; and after I had bidden adieu to the interesting family with whom I lived, and for whom I had the strongest attachment, next to my own mother and sisters, the ship was cast off from the wharf, and in a few minutes we were under a press of canvass, standing down the river with a light westerly wind. My feelings at this time were peculiar, and such as I had never experienced before when leaving my native land. Certainly, when I left Boston on my first voyage, such was the difference in my condition from a clerk in a counting-house to a common Jack before the mast, that I could not help feeling some regret at the change—especially as the tall spires of the city receded in the distance; but then the change was of my own seeking; consequently, ambition came to my relief, and soon those feelings gave place to the exciting scenes induced by the novelty of the ship's duty. The case, however, now, was entirely different. I had been eight years



of twenty, limited in his experience, though active and foremost in the discharge of the duties devolving to his station. The crew, twelve in number, (including the cook and steward,) were generally stout, able seamen; and, although somewhat refractory, owing probably to the continual state of inebriation indulged in while on shore, yet the firmness and decision of Captain S. soon brought them to their senses, and finer seamen, or better disposed men, never were on board of a ship.

My observations on the judicious conduct of Captain S. induced me to believe that, by a proper course of treatment to sailors, many of the evils and hardships experienced by seamen may, in a great degree at least, be alleviated; and although there are instances where the best treatment is observed towards a crew by the officers, nevertheless the basest ingratitude is sometimes exhibited by sailors in return, — however, as a general rule, I believe that good officers and kind treatment will make a good crew.

Nothing material transpired during this passage, except that, when we reached the length of the Banks of Newfoundland, codfish were caught in great numbers — so much so that, by corning them, they lasted us the remainder of the passage. In thirty-five days we arrived off the harbor of Oporto. Saw a number of fishing boats, one of which came alongside, and from which we took a pilot to run us as far as the mouth of the harbor; here it became necessary to anchor, to wait till the tide served.

The harbor of Oporto is perhaps as difficult of access as any in the south of Europe. A bar lies off its mouth. The bottom is rocky, and has but twelve feet water at low tide. The navigation of the river is exceedingly difficult, having many shoals, with a rapid tide. We lay off the bar thirty-six hours, and exchanged our sea pilot for two river pilots; they brought with them two boats having a hawser and kedge in each; the ends of the hawsers were passed in at each bow, and the boats were stationed in the same direction. It was necessary

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whole city, it being built on the side of a hill; but, like all other Portuguese cities, the streets are narrow and dirty, and the interior of many of the houses compels one to believe that misery dwells there. This opinion is much strengthened from the fact, that the streets swarm with beggars of every description, from the priest, in his canonical robes, down to the squalid, miserable wretch, whose loathsomeness and importunity oftentimes oblige one to turn away with the greatest disgust. There, too, may be seen, at almost every bend and corner of the streets, a mendicant friar with a small picture of the Virgin Mary, or of the Savior upon the cross; this is presented to every one that passes by, and the greatest importunity is made by the priest for alms in the name of the Virgin, or of the Savior, as the case may be. If the person addressed be a Portuguese, he is obliged to give something, or kiss the image; and should a foreigner be importuned, which is not often the case, they generally give a few pence, to get clear of these miserable men. But, of all the impositions which are carried on, none appear to me to savor so much of injustice and oppression as the exaction of tithes. On board of our ship there were four priests stationed, who obliged every person purchasing corn to deliver unto them a tenth part. I have seen these priests, in many instances, wrest from the poor people — who perhaps were not able to purchase more than one bushel — their quota of corn, notwithstanding the poor wretches would plead for exemption in the most pitiable manner; nevertheless, these miscreants were inexorable. This was also the case with the poor fishermen, who, after great toil and exposure, had succeeded in obtaining a quantity of fish; yet they were not privileged to dispose of any until the priests had selected their part, which in every instance were the best fish. Away, then, thought I, with a religion which countenances so much intolerance or oppression! The spirit of Christianity does not inculcate, neither do its heavenly precepts teach, the doctrine, to grind the face of the poor. And how little, thought I,

precaution to reeve a stout rope through the rudder-head; and as the casing was wide, the rope ran out freely, and by this means we saved it. A signal now was hove out to the bark, which was still in sight; she came up and took us in tow; after which, the rudder, although of immense weight, was hoisted on deck. On examination, it was found that the composition pintles, four in number, were broken off; the only one remaining was of iron, which hung between the water's edge and the head of the rudder. As it may be of importance to some of my readers, I will describe the manner in which we proceeded, in order that the rudder might be re-hung to steer the ship to her destined port.

In the first place, the iron pintle was taken off, and the bearding of the rudder above the lower pintle was cut away, so as to fit the iron pintle in its place; then two square holes were cut in the forward part of the rudder, through which was rove a large rope, with a topsail-sheet knot in each end; at the head of the rudder, a large ringbolt was driven. These preparations being made, it was hoisted out, as well as the boat; the ends of the two large ropes were then taken in at each gangway, and led to the windlass, and, to our great satisfaction, although there was a considerable swell, the first attempt that was made, (after we had hoisted the rudder up the casing by sheers,) we succeeded in hanging it; after which, the ropes at the windlass were hove taut, so as to secure the heel to the stern post. Straps were fitted to go over the rudder-head, and secured to the deck, in order to keep it in its place; the tiller was then shipped, and we found that she answered her helm the same as ever. The hawser was now cast off from the bark, all sail was made, with a fair wind, and in two days we arrived safely at the port of St. Ubes.

The port of St. Ubes lies in the latitude of 38° 32′ north, and longitude 8° 50′ west. It has a fine harbor, where vessels may lie with the most perfect security, it being nearly land-locked, and the entrance is very narrow. St. Ubes is an excellent port for shipping, as refreshments of all kinds may be had in abundance. and at very low rates; as a proof of this, our ship, with a complement of fourteen men, was supplied with fresh fish for twelve and a half cents per day; and fruit, especially grapes, may be obtained in great quantities. The grapes here are the largest and most delicious that I have seen in any part of the world.

The town of St. Ubes is small, and at this period contained about eight thousand inhabitants. The trade is inconsiderable, as it has no other export but salt. Business can never augment, in any great degree, in this place, because it must remain entirely eclipsed by Lisbon, which is only about sixty miles distant from it.

We continued our course southwardly, and on the 14th of December saw the fine island of Madeira, bearing south-south-east ten leagues; from this period, we had a fresh breeze until we reached the parallel of 27° north. This being within the limit of the trade winds, and as they were now fresh and fair, we steered away to the westward. In a few days, however, the trade winds became very light, and continued so until we had run our westing up. After hauling the ship to the northward, the weather became boisterous, and on reaching the coast of America, we had long and severe north-west gales. These head winds, together with the light trade winds, lengthened our passage, and it was 61 days before we arrived in the Chesapeake Bay, which was on the 7th day of February, 1817; and it was not until the 16th that we arrived in Baltimore, making a passage of 70 days. There is no class of persons, perhaps, who have greater enjoyment than seamen, when they arrive in port after a long and boisterous passage, especially if it be in the winter. Indeed, it is only by the deprivation of the social comforts of home, with its additional

blessings, that they can be properly realized and enjoyed. Who, then, is so well circumstanced as the seaman to appreciate these attractions, deprived as he is, for the most part, of that which makes life agreeable: confined to the narrow limits of a ship's deck, and obliged to breathe the air of a forecastle: at the same time his living is generally of the coarsest kind, and his associations bounded by the few who belong to the ship:—I say, with all these discomforts, it is not to be wondered at that a sailor is the happiest man on earth when he comes on shore. It is very certain that many sailors circumscribe their enjoyments to acts of the most disgraceful character; there are, however, strong and cogent reasons for this conduct. In the first place, they are generally considered an isolated class of beings: society will not receive or take them by the hand: and, therefore, they become dupes to designing men, whose interest it is, if possible, to keep their senses blunted, in order to filch from them their hard earnings: and by their constant application to the intoxicating bowl, with other scenes of debauchery attendant upon this indulgence, they are, thereby, placed among the lowest and most wretched ranks of society. I have known a sailor to be caught in the trap of one of those designing knaves when he first came on shore, with a good chest of clothes, and a hundred dollars in his pocket: to be kept nearly senseless with rum for three weeks, at the expiration of which his money, as well as his clothes, were all gone, and the poor, unfortunate fellow was obliged to ship; and, to make up the catalogue of his miseries, the month's advance was taken by his landlord, and then he was dragged like a dog or an ox on board, in a state of insensibility; and it often happens that they are five or six days at sea before they come to a state of perfect consciousness, when, for the first time, they learn the name of the ship and captain, and whither she is bound.

Once more I was surrounded by the family with whom I had resided previously to my embarkation on the voyage just detailed. With what emotions of

pleasure does the youthful heart vibrate, especially that of a sailor, when love and friendship are reciprocal. Toils and privations are forgotten; and when dwelling on the rapturous present, he looks forward with unclouded vision for happiness to be enjoyed in the future. The light and buoyant spirit, ever animated by the fair side of hope, contemplates this round world as one vast theatre of bliss, on which there are countless resources of felicity within its grasp: the car of prosperity, too, rolls along unimpeded, nor once dreams of change. Happily, the morning or spring-time of life dwells with fervent ardor upon the brighter and gayer scenes which Nature hath bountifully prepared for its enjoyment; for soon, alas! does the blighting mildew of winter roll along, with its concomitant attendants, — pain, affliction, and woe, — irresistibly reminding us that "all is vanity here below."

Three weeks had now passed away almost unobserved since I came on shore, and each successive day I found a stronger interest gathering around me for this family; and those feelings which I had striven to drive from my mind on the last voyage, in reference to one particular branch of it, I not only now found had taken deeper root, but also conceived it necessary to make an open confession of my attachment. To my great delight, I learned that the attachment was mutual: satisfied with this explanation, and having bound myself by an obligation which could be severed only by death, I felt it necessary to use every exertion to reach the head of my profession.

I was poor, as it may well be supposed, having lost every thing during the war; and as two years only had transpired since that period, of course it may well be conceived that I had not accumulated any great amount of wealth; besides, I had resolved never to unite myself to a lady unless I could, at least, render her pecuniary situation quite as advantageous as it was with her relatives. With these views, then, it did not seem likely that a union could take place in less than two years.

About this time [illegible] we made [illegible] in the same [illegible] Capt. C. [illegible] that [illegible] East Indiaman. [illegible] I did not wish to [illegible] mentioned. I [illegible]

In a few days the ship was ready for sea; and as *my* private matters were arranged satisfactorily, I *bade* adieu to my friends afloat and embarked, on the 11th of March, 1817. The crew being all on board, and [illegible] though light we cast off from the wharf [illegible] stood down the river. We had not [illegible] the wind came ahead, and we were [illegible] Our craft was a clipper of the first [illegible] and heavily rigged: consequently [illegible] upon a wind. Capt. C. was [illegible] call "an odd kind of a [illegible] inant trait in his character was [illegible] ly, he was not much [illegible] when roused, and this [illegible] flagrant act of disobedience [illegible] Usually, however, he was [illegible] easy, — constantly [illegible] the details of the [illegible] men and a boy, all [illegible] with a wind [illegible] an anchor at the [illegible] Voyages to the West [illegible] much interest [illegible] with a determination [illegible] that there were [illegible] to many [illegible] less, there [illegible] countenance [illegible] promised [illegible] —

I turned [illegible] of America [illegible] heaven knows [illegible]

brig) were stowed on deck; the night was moonlight, perfectly clear, and cloudless. I mention these circumstances, because the truth of the following narration depends, in some degree, upon them. At 8 P. M., the anchor watch was set, and, after the usual orders were given by the pilot, we all turned in. About midnight, I was aroused from a sound sleep by hearing a voice calling upon Capt. C. to come immediately on deck. It proceeded from the sailor who had the watch. A second call was given more earnestly than the first, begging Capt. C., for God's sake, to come on deck, as there was a woman, dressed in black, who had inquired for him. Believing the sailor to be half drunk — as was generally the case, at that period, when vessels left port — I drove him away; but he persisted in his importunities for Capt. C. to make his appearance. By this time we all roused up, and proceeded on deck, the sailor pointing out the place where he had seen and talked with the woman. After the most diligent search, however, no sign or trace of the supernatural being was found, and, bestowing a severe reprimand on the seaman, we once more turned into our berths. About 2 A. M., we were again roused by another sailor, for the same purpose; this was a perfectly sober man, a resident of Baltimore, with a family. He gave us the same account as the former; said he could not be mistaken, for he saw the woman plainly, and heard her inquire for Capt. C. The crew, being now all huddled together on the forecastle, corroborated his testimony. The most scrutinizing search was again made, but without effect. There could be no deception practised on us by the seamen, because the boats were on deck in their places, and the first sailor, who had called on Capt. C., had no intercourse previously with the remainder of the crew. I was determined to know if there were any grounds for the truth of this alarming sight to the seamen; so I walked the deck during the remainder of the night, but saw nothing. The next morning the wind was fair, and we commenced to get under way; but the sailors

weather, a shift of the wind. At midnight, precisely, the solemn visitor was again seen on the forecastle, but, as before, neither Captain C. nor myself were permitted to behold it. In about twenty minutes after this appearance, the wind shifted suddenly to the north-west, and it blew a perfect tornado. The brig was thrown nearly on her beam-ends. Being pressed by the two stay-sails, the axes were got in readiness to cut away the mast; but before this was executed, the staysail sheets gave way, and the violence of the wind blew the sails away from the bolt-ropes. The brig, being now relieved from the pressure of canvass, righted so far as to feel the action of the helm, which she quickly answered, and, after a few rolling seas had washed over the quarter, she rounded off before the wind, and in a few minutes she was scudding at the rate of eleven knots. In this disaster we lost all of our spars, boats, and caboose-house; fortunately, the caboose, being well secured to the deck, was saved, and no lives were lost. The violence of the gale was such, that, in about two hours, the heavy south-east swell went down, and the brig scudded with great security. The heavy, dense, black masses of clouds were driven off by the violence of the gale, and settled away to the south-east, and, at 4 A. M., the sky was perfectly clear; the moon shone brightly, and the sea became following and regular, presenting a very different scene from that which was exhibited at midnight.

Once more the crew became comparatively cheerful, and when the morning light broke forth, the gale had moderated. Double-reef topsails were set, and we steered away to the southward.

Nothing material transpired during the remainder of the passage. The weather was unusually fine, and yet, by no threat, or importunity, could any sailor be induced to go aloft alone in the night; in fact, it was the universal opinion of the crew that the brig was haunted, and, of course, it was a theme of controversy during the passage. I recollect one night, while crossing the trade winds, having the middle watch on deck, that I over-

l the following [illegible] the seamen on the
deck. "B[illegible] [illegible] [illegible] [

our cook, say, the other day, that she lost both of her topmasts the first voyage."

These and similar conversations were continued for a time, and in conclusion they concerted a plan to effect their escape when we should arrive in the West Indies.

We had a short run out, and arrived safely at the Island of Martinique. Here we purchased a large boat, and some spars, of a French ship; but as we did not find a sale for the cargo, we proceeded without delay to the Island of Guadaloupe, where we arrived in about thirty-six hours, and anchored in the bay of Point Petre. The cargo was immediately sold and discharged, and we commenced taking in a return cargo of sugars. It is well known that Point Petre is one of the most unhealthy ports in the West Indies: it is almost entirely land-locked, and is situated on the leeward part of the island; consequently it has none of the exhilarating influence of the wholesome sea breezes which blow perpetually in these latitudes. The yellow fever, cholera morbus, and dysentery, prevailed to an alarming degree, and therefore our men were deterred from putting their previous plans of desertion into execution.

The brig was now about half loaded, and as yet the epidemic had not visited us; but the mortality was great among the shipping in the harbor, and it was not unusual to see two or more corpses carried on shore every morning. At length, however, the fatal disease made its appearance among our crew, in connection with the dreaded reappearance of our supernatural visitor. It was reported by two of the crew that, on the night previously to the fatal malady having gotten among us, she was again seen on the forecastle. There were six, myself being one of the number, that were seized with yellow fever and cholera morbus. The fever raged with great violence, and three of our men were confined ten or twelve days, to one of whom it proved fatal; the rest, with myself, were soon relieved.

CHAPTER XXV.

CONCLUSION OF THE WEST INDIA VOYAGE — SAIL FOR LONDON, BATAVIA, &C.

EVERY exertion was now made by Captain C. to get clear of this port, for it might well be called a vast charnel-house. To whatever point the vision was directed, you might have seen the sad remains of some one being conveyed to the silent repository of the dead, and on board of any vessel that was visited, the ear would be saluted with either the groans of the dying, or some one raving under the scorching fever.

April 13. — This morning was ushered in with clear and perfectly calm weather. The brig being now ready for sea, it became necessary to tow her out of the harbor, and, with the assistance of three other boats belonging to American vessels, we succeeded in reaching the offing at ten A. M. I can safely say that I never felt as much gratification in my life, on leaving any port, as I did on this occasion; this feeling appeared to be general among all hands. Indeed, the fear and dread of our supernatural visitor seemed to give place to a universal sense of satisfaction in getting clear of Point Petre, and once more inhaling the healthful influence of the sea breeze. The crew were generally weak and much debilitated, and it was necessary to proceed with caution until they had gained some strength and vigor from this change, which became more and more visible every day. We had a constant succession of fair winds; consequently, had a fine run up to the coast; and as neither accident nor disaster befell us, the idea of our visitor appearing again seemed to be banished from the minds of the crew.

On the morning of the 26th, we were in ten fathoms water, and judged ourselves in the latitude of Cape Henry. The weather being thick, and exceedingly threatening, of course we could not see the land. At 9 A. M., the wind shifted suddenly to the north-west, and blew a gale, insomuch that we were obliged to heave to on the larboard tack. At midnight, we found ourselves in the Gulf Stream; and as the gale did not moderate until 5 P. M. the next day, the current had set us so far to the eastward, that we did not get into the Chesapeake Bay until the 2d of May. In this gale, the fore-topsail, jib, and trysail, were blown from the bolt-ropes; the brig had become strained very much with her heavy cargo; and it was a matter of no small consolation to us all when we made her fast to the wharf on the 4th of May.

Thus ended one of the most unpleasant, and, at the same time, the most extraordinary voyage that I ever made. But in reference to the voyage, the most inexplicable coincidence yet remains to be related. When we sailed from Baltimore, the wife of Captain C. resided in Nantucket; on our return, he found a letter awaiting him, conveying the sorrowful information that his wife was dead. Comparing the period of her demise with that of the first appearance of the lady in black, while lying in Annapolis Roads, the time exactly corresponded. With these relative facts, then, I shall leave the reader to form his own opinion as to the possibility, or probability, of supernatural appearances.

The East Indiaman, on board of which I was promised a first officer's berth, I found, on my arrival, was nearly ready for sea; consequently, I repaired on board, and assumed the duties of my station. She was to proceed to London with a cargo of flour, and from thence to Batavia, and back to Amsterdam as the port of discharge. Having very little time to spend on shore, I need not say that every spare moment was given to the object which had the largest share in my affections. It was at this period that our mutual vows

were plighted; but as, in my judgment, it was neither expedient nor proper, on account of my pecuniary circumstances, to consummate the nuptials, our union was deferred until my return.

May 14, 1817. — The ship being ready for sea, and the crew all on board, we cast off from the wharf, made all sail with a fair wind, and stood down the river. Every thing with which I was now surrounded, on board of this ship, indicated, to say the least of it, as pleasant a voyage, and as much happiness, as ordinarily falls to the lot of a seafaring life. She was about four hundred tons' burden, considered a fast sailer, strong, tight, and completely fitted out for an East India voyage. Captain R. was somewhat advanced in years, an educated man, and a scientific navigator; in a word, in him were combined all the qualities which constitute a gentleman. The crew consisted of three mates, carpenter and sail-maker, eight able seamen, and four boys, with a cook and steward — amounting to twenty in number. When proceeding down the bay, the following conversation took place between Captain R. and myself in the cabin.

"Mr. L.," said he, "I am now sixty years of age, and have been buffeting salt water upwards of forty years; and, as you may suppose, I am not able to undergo much exposure or hardship. I shall therefore implicitly confide to your management and care the duties and details of this ship; with this sole exception, that I expect to be consulted in any and every emergency; and I also shall direct her courses during the voyage. I shall uphold you in enforcing good discipline; but as long experience, and consequently much intercourse with seamen, have taught me that kind words and good usage generally make a valuable crew, I expect, therefore, you will observe this kind of treatment towards them. My usual custom is, to give watch and watch, and allow them Saturday to wash and mend their clothes, to cleanse the forecastle, &c.; so that, as far as practicable, the Sabbath may be observed, as it ever ought to be, a day of rest." In thirty-six hours

we reached the Capes of Virginia, discharged the pilot, and went to sea with a fine westerly wind.

At 10 A. M., May 28th, at meridian, Cape Henry bore west-north-west, distant four leagues; at night, the watches were chosen and set, and the regulations of the ship were delivered to the crew — the substance of which was the detailed conversation held with Captain R. in the cabin. Nothing unusual transpired, during the first part of this passage, to interrupt the usual monotony of a sea life. I had the satisfaction, however, to find that we had a fine crew of able seamen, and that the officers were young men of education, with whom I was on terms of the strictest intimacy. Up to June 11th, we had a constant succession of strong westerly winds; at this period, however, the weather became exceedingly boisterous, which obliged us to scud under close-reefed topsails. An occurrence took place this day, June 12th, which shows a remarkable coincidence; viz.: At meridian, heavy, black clouds arose in the northern board, the wind being at this time about west-south-west, blowing a heavy gale, and the ship was under close-reefed fore and main-topsails and reefed foresail, when it suddenly shifted to north, and blew so violently that, before we could get our sails furled, the topsails were torn from the bolt-ropes. Fortunately, however, it did not last long, or the ship must have run under. I mention this as a coincidence, because, in the same latitude and longitude, on a former voyage, a tornado of the same character was experienced, and also, as in the present instance, the fore and main-topsails were blown away.

In twenty-five days from the Capes, we arrived in the British Channel; and no power of description can portray an adequate idea of the serenity of the weather. As far as the eye could reach, vessels of all descriptions were seen, some upon a wind, others before the wind, many stretching up and many standing down the Channel; but more especially, when we drew up toward the "Fore Lands," it was a matter of astonishment to behold

the number and variety of vessels bound to London, the greatest emporium of commerce, perhaps, in the world.

July 9. — We took a Dover pilot, and had a fine run up to Gravesend; here, as usual, we exchanged him for a river pilot. These men, as I have before observed, are probably the best pilots in the world — perfect masters of their business; they assume the entire responsibility, and I have never seen a ship handled in a more seaman-like manner than by those men.

July 11. — We entered the London Dock, and after the customary forms of entering, &c., commenced to discharge the cargo. Nothing worthy of note or comment transpired, until the cargo was entirely discharged, the ship ballasted, with every other necessary preparation for an India passage. It was about this time that we received a visit from the Duke of Wellington, the Marquis of Wellesley and lady, and R. Patterson, Esq. and lady; Mr. Patterson being a son of the owner of the ship. The ladies were both Americans, and daughters of R. Caton, Esq., of Baltimore. I mention this circumstance to show that there was nothing strange or unaccountable in the visit to our ship by these persons of distinction; nor do I think it worth while to give a description of them, as it would be foreign to the general object of this work. Suffice it to say, that the utmost good-humor and sociability prevailed among them; and when about to leave, in addition to distributing not a few bank notes among the crew, our venerable captain had a pressing invitation to dine with the noble duke.

July 24. — The specie was taken on board, and we hauled out of dock, made sail, and stood down the river with a fair wind. 26th. — Discharged the pilot off Dover, and proceeded down the Channel. 28th. — The Lizard lights bore north-north-east, five leagues distant, from whence we took a departure, being the last land seen. 29th. — Once more we were upon the broad ocean, "where sky and water meet," under a press of sail, with a

fair wind, and, what is always to be desired, a fine, strong ship, well fitted out, with a good crew, all in high spirits.

As the ship is now fairly at sea, I shall pause to relate a circumstance, which may be deemed trivial, but its results to me have been of the most momentous character. After the regulations and discipline of the ship were established, on our departure from the United States, for the first time during the whole period of my sea life I saw a Bible, which had been put on board by some agent of the Bible Society, for the use of the crew, with this inscription, viz., "The Word of God, presented by the Bible Society, for the use of the officers and crew of the ship William." My feelings were penetrated with a deep sense of gratitude for this little offering. "Ah!" thought I, "is it possible that men, who have no interest at stake, should care for the well-being, and I may say the salvation, of poor, neglected seamen?" and, as if roused from a profound reverie, all those religious precepts and teachings, and especially those wholesome admonitions which were so carefully bestowed on me, by my relatives, in the days of my youth, were irresistibly brought up to my recollection in their most glowing form; and then memory portrayed, with the strongest coloring, the exposures, dangers, and perils, of the past, peculiar to my vocation. How often had my life been suspended upon a nine or twelve-thread rattling! how often, too, when on the high and giddy mast, the howling wind proclaimed the funeral dirge of a companion, whose grasp was severed by its fury, and he swept into eternity! and then, again, while at the cannon's mouth, the enemy's deadly shot had stricken down the youthful seamen, who bid fair for long and happy life; and then, too, the heavy, roaring surf, with its dashing foam, swept with unrelenting fury one from my side who was the partner of my toil; — and then, again, the constant exposure upon the fickle element; a seaman's life is always bounded, between time and eternity, by a two and a half, or three-inch plank, — to say nothing of the hurricane and tornado, the merciless pirate, and the

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enormity of using profane language. This was the first prohibition; and, by the officers' rigidly observing the interdiction, it was not long before this miserable practice was almost entirely banished from the ship. My next object was to dissuade them from the pernicious indulgence of drinking grog. "It is owing to this," said I, "that you are looked upon as the most degraded class of beings in society, and when on shore you are excluded from all the pleasures of society and the endearments of domestic life; it is drinking grog that places you on a level with the lowest and basest of our species; it is drinking grog which filches your hard earnings from your pockets; and while your senses are benumbed with this worst of poisons, you become the prey of sharpers, and those who smile at you, but at the same time are, without remorse, inflicting upon you the greatest injury; thus you are dispossessed of your means, and necessarily obliged, with but little intermission, to be constantly upon the ocean; so that, by persisting in the evil practices of drinking and carousing, in connection with your exposures and hardships at sea, you soon become diseased. Look around you, and where will you find a sailor advanced in years? To be sure, Captain R. is an aged man; but then it has been fair weather with him for many years; there are nearly twenty of us belonging to this ship, and Jack Saunders is the oldest man, (with the exception of Captain R.,) and he has scarcely arrived to the age of forty. Now, I ask, where are all the old sailors? Why, I will answer that question: many of them go to Davy Jones's locker; and many others, for the reasons before mentioned, soon contract disease, and a premature old age and broken-down constitution are the consequences, and then they are laid up in ordinary, and become useless hulks. It is not long, however, before the disease which has been induced by grog and severe exposure proves fatal, and then poor Jack, perhaps friendless and unknown, is stowed away in Potters' Field."

I then endeavored to show them the worth and

CHAPTER XXII

ARRIVAL AT BATAVIA — RETURN VOYAGE — SUCCESS
— PUT IN AT CAPE OF GOOD HOPE — PROVISIONS
ARE SO SMALL &c.

And now it remains to the end. Every thing
is disposed to make the voyage pleasant and ag
the wind here fresh and fair and we passed a
southern coast of Europe and the north-east
After passing along to the westward of the
Two Islands all with the exception of two
calms and heavy rains. of which we took advan
to top up our water-casks. we had a strong n
wind. and crossed the equinoctial line
[illegible] degrees. In twenty-eight days from
Without any passing the north-east trades g
and stood to the southward and gave us a
across the South Atlantic. In this passage. we
Island of Tristan d'Acunha. The weather here
somewhat boisterous and heavy. and continu
till we reached the parallel of 35° south latitu
44° east longitude: then the wind hauled round
westward with steady. strong gales and. as
nearly half of east longitude to run. we conti

CHAPTER XXVI.

ARRIVAL AT BATAVIA — RETURN VOYAGE — SICKNESS OF CREW — PUT IN AT CAPE OF GOOD HOPE — PROFLIGACY OF SEAMEN ON SHORE, &c.

And now to return to the ship. Every thing seemed to conspire to make this voyage pleasant and agreeable; the wind blew fresh and fair; and we sailed along the southern coast of Europe and the north-east coast of Africa, passing along to the eastward of the Cape de Verd Islands, and, with the exception of two days of calms and heavy rains, (of which we took advantage to fill up all our water-casks,) we had a strong north-east trade wind, and crossed the equinoctial line in 25° west longitude, in twenty-eight days from London. Without any cessation, the north-east trades gradually hauled round to the southward, and gave us a fine run across the south Atlantic. In this passage, we saw the Island of Tristan d'Acunha. The weather here became somewhat boisterous and heavy, and continued thus until we reached the parallel of 38° south latitude, and 34° east longitude; then the wind hauled round to the westward, with steady, strong gales, and, as we had nearly 100° of east longitude to run, we continued to steer in this parallel of latitude, say 38° south. With few exceptions, there was but little intermission of the westerly gales until we had passed the parallel of the Islands of St. Paul and Amsterdam, and had reached 105° east longitude, at which time we hauled away to the northward, and, after experiencing some light, baffling winds, and squally weather, we succeeded in gaining the limits of the south-east trade winds; of course the position of the ship was such as to make

these winds fair, so that when they came, the best possible use was made of them. On the 14th of October, we made Java Head, bearing east-south-east 20 miles. Entered the Straits of Sunda at 10 A. M., and, after a tedious passage of four days, anchored in Batavia Roads, having made the passage in eighty-four days from London.

Capt. R. proceeded on shore, and gave up the entire details and management of the ship to me. The unhealthiness of Batavia is well known, and it is necessary to use great caution in order to preserve the health of the crew. To effect this, they were kept as much as possible from exposure to the sun and night air; consequently, they were never permitted to go on shore in the boats; a crew of Malays being hired for the purpose of pulling the boat off and on. On entering this port, we immediately spread awnings fore and aft the ship, and, as is customary on India voyages, she was stripped to her girtlines; the rigging was all overhauled, together with every mast and spar. This being done, the most favorable opportunity was embraced (say when the sun was obscured) to get the ship rigged again. By observing the most prudent care with the crew, they continued in a healthy condition while we remained in port. This was owing principally to the fact of our having a large quantity of water remaining from our London stock, and which was used by the crew during the whole of our stay, having taken the precaution, at the same time, to fill up our water-casks when we first arrived; so that, by the time we were ready for sea, it became purified of itself, consequently was used without the usual bad effects of Batavia water. Another precaution was also taken which added much to the health of our men, viz., the entire disuse of ardent spirit, and the substitution of coffee in its place. While the yellow fever and dysentery raged, producing great mortality among the crews of shipping lying in port, we did not lose a man, neither was there any of the crew off duty during our stay here.

December 30. — We had now finished taking in our cargo of coffee, and the ship being all ready for sea, Capt. R. came on board, January 1st, 1818, at which time we got under way, made all sail, and stood down the Straits. This being the season when the little monsoon changes, the passage through these Straits was very much retarded by severe squalls, attended with heavy rains and frequent calms. The heat was almost insufferable; so much so that we were obliged frequently to anchor, in order to keep the men from being exposed to the intensity of the sun's rays; and, incredible as it may appear, nevertheless, I have known Fahrenheit's thermometer to range from 100 to 105 degrees in the shade. Nine days elapsed before we got clear of the Straits, and then our troubles commenced; eight of the crew were attacked with fever and dysentery, and the remainder of us were much debilitated and weakened, which is always the case with northern constitutions by long exposure to the heat in tropical climates. Nor did I escape from that terrible malady, the dysentery, which reduced me nearly to the last stage of life; and, although every means proved ineffectual for restoration which kindness and medical treatment could suggest, I was at last relieved by a very simple remedy, proposed by the generous-hearted Jack Saunders, before mentioned. Thirty-seven days passed away without any material alteration in the health of the crew, and it became necessary, for the safety of the ship and the lives of our men, to put into some port; it was, therefore, decided by Capt. R. to go into Table Bay, Cape of Good Hope.

On the 8th of February, 1818, the carpenter, who had lingered until this time with dysentery, expired. This circumstance produced universal gloom throughout the ship, particularly as there were seven others who lay at the point of death. Fortunately, however, for us, the wind was fair, and on the 13th we made the Cape, and entered Table Bay on the 14th, where we anchored in twelve fathoms water, one mile and a half from the shore.

It may be remarked that vessels can only ride with safety in this bay during the summer months, which correspond to our winter, as the winds usually blow from the north-west at this place in the winter season. These winds have the whole sweep of the south Atlantic Ocean, which causes the sea to run so heavily, that anchors and cables are of no use whatever. In these months, vessels harbor in False Bay; however, even in the summer months, the violence of the south-east winds is so great, notwithstanding they blow off shore, that vessels are obliged to ride with all their yards and topmasts struck, and every anchor ahead.

As soon as we got our ship snug, the sick were all taken on shore, placed in comfortable quarters, and the best treatment and medical advice were procured for them. In about a week they were all pronounced to be out of danger. The Cape of Good Hope may be considered as wholesome a climate as any part of the world. As Cape Town is situated on a considerable eminence, and the adjacent country being mountainous, consequently the air is very pure, and the atmosphere salubrious. The town is remarkable for its cleanliness; the streets are wide, and, although the buildings are neither large nor magnificent, yet they immediately impress the traveller with the idea of neatness and comfort. At the precincts of the town, on the eastern part, is situated the Company's garden, the size of which is about four square miles, and constructed in the most tasteful and fanciful manner, after the Chinese style. At the extreme end of these gardens is a menagerie of nearly all descriptions of wild animals found in Asia and Africa; the most singular of those which I saw was an ourang-outang, measuring six feet four inches in height, when erect. The vineyards are large and flourishing; the grape is cultivated to great perfection, from which is extracted wine in great abundance, it being almost the only article which is exported from the Cape. A most singular phenomenon exists respecting these vineyards, or those called the Constantia vineyards, (the grape

of which produces a very rich and delicate wine,) which are only two in number; it seems that no other spot (even if the Constantia vine is transplanted) in the Cape colony will produce the Constantia grape, and yield therefrom the same kind of wine. It has been ascertained that, by transplanting the vine, it will entirely degenerate into the ordinary kind of grape. Refreshments of all kinds may be had here, and in great abundance, especially beef and mutton; the latter may be purchased at low rates, and forms the principal article of live stock for shipping; here, too, perhaps, is the finest fresh water in the world. All these advantages considered, it must be conceded that this port is among the best in these seas for homeward-bound East Indiamen to refresh and renovate a relaxed and debilitated crew. We remained here eighteen days, at the expiration of which period our men, being all convalescent, were taken on board.

On the morning of the 5th March, weighed anchor, made all sail, and stood to sea with a fine south-east trade wind. Having supplied the ship with plenty of fresh stock and vegetables, and the weather being exceedingly fine, it was not long before the crew were restored to their usual health and strength. Having mentioned, in a previous part of this narrative, on a former voyage, the uninterrupted steadiness of the winds and weather, I will here merely state that, for twenty-five successive days, the wind continued to blow steadily at south-east, so that we carried studding-sails on both sides during the whole of this period, and crossed the equinoctial line the 26th day from the Cape, in 22° west longitude.

Nothing material transpired during our run across the north-east trade winds, until we arrived at the 34° north latitude, and then we had the winds variable, generally from the westward, until we reached the British Channel; where we took a strong eastwardly gale, which continued to blow with unremitting violence for thirteen days, when it abated, and we took an English pilot

the shop of a Jew, and purchased a complete suit from head to foot, for which he paid a most exorbitant price. The hat was of the most ordinary kind, and the clothes, as a sailor would say, were made of Nantucket broadcloth, viz., three threads to an arm-full. The remaining part of his dress was nearly of the same description. To crown the whole, he purchased of this villanous Jew a pinchbeck watch, for which he paid twenty dollars, which, in reality, was not worth two. To this watch was attached a chain about a foot in length, made of coarse black hair, at the end of which was a key, not for the purpose of winding the watch, but actually a door key; and as a finish to this beautiful collection of symmetrical proportions, connected with the key was a large, rough, cornelian stone, which served as a seal. His next step was, to hire a dance-house exclusively for himself, ready furnished with some half-dozen girls, two fiddlers, and a bar-room *par excellence*. The remainder of the narration I received from poor Jack. It seems that, after carousing the whole night, he was not only bamboozled out of all of his money, but, in the morning, he was very unceremoniously kicked out of doors. Making his way to the ship as well as he could, he fell into a mud-puddle, and lay there until he was helped out of the difficulty by two men, who placed him on the dike where I first saw him bending his way towards the ship. His hat was much crushed, and, as a sailor would say, "was full of cable-tier pinches;" his clothes were mud from top to bottom; and, not having any suspenders on, the bight of his shirt stuck out about four inches between the trousers and jacket. The immense long watch-chain hung dangling nearly down to his knees; altogether, poor Jack was completely metamorphosed. When he turned out in the morning, I inquired of him how he felt after his carouse.

"Pretty light, sir," replied he, slapping his pockets, "for they have eased me of all my whack."

"What!" replied I, "all gone?"

"Not quite," returned he; "I've got something to

called the pleasures of a cruise; the sum total of which was combined in swilling grog to drunkenness. The force of these appeals seemed to make a deep impression, and the fact staring them in the face of returning to the United States, after so long an absence, without means, and that they would necessarily be obliged to embark speedily again, was a source of mortification which sometimes wrought them up almost to a pitch of frenzy and madness. I had abundant reason to believe, however, that this was a salutary lesson, as most of them, having seen their error, assured me they had sworn off forever from drinking liquor. How far these resolutions were kept after they got on shore I know not, but while on board they were true to their promise.

We had a fine run across the Atlantic, with uniformly good weather, and on the 6th of August, 1818, took a pilot on board, and entered the Chesapeake Bay. The wind being fresh from the southward, we had a fine run up, and on the 8th, once more let go our anchor in the port of Baltimore.

spirit which had so strongly marked my character when embarking on former voyages. However, that moral feeling which had of late gathered around my character now excited me to action and diligence; believing that I saw my accumulated responsibility in its proper light, it was a new motive to stimulate my exertions, in order to sustain with becoming respect the domestic and social relations of life. With these views, therefore, I cheerfully renewed my engagements, and entered upon the duties of my new station as commander of the ship William.

On the 30th of August, she had completed taking in cargo, and was ready for sea; and on the 1st of September, after exchanging painful adieus, under feelings that can be better imagined than I can possibly describe them, I hastened, with tremulous steps, on board the ship, and, the wind being fair, in a very few minutes we were under a press of canvass, standing down the river.

I shall forbear entering into a tedious detail in reference to the duties connected with a ship on leaving port, as they have been often described in the foregoing part of this work. Being now invested with the entire control and management of this ship, and as I had seen the good effects produced by a course of mild and kind treatment, connected with an unrelaxed state of discipline, to the sailors, by Capt. R., on the last voyage, I determined to shape my course, in future, in a similar way. As soon, therefore, as the usual duties were over on leaving the land, such as clearing the decks, setting the watch, &c., a set of rules and regulations was drawn up, and given to the crew, prohibiting all profane language, fighting, or wrangling; no unnecessary work to be done on Sabbath days; and that, in the room of the usual allowance of ardent spirits, they were to have coffee, tea, and sugar; — they were also to have the forenoon-watch below at all times, and watch and watch in bad weather, and Saturday was allowed for washing and repairing their clothes, &c. Implicit obe-

dience to the commands of the officers would at all times be required. Every species of [illegible] to be well received by the crew with the exception of the grog; they chose rather to relinquish the [illegible] &c., than have their allowance of grog withheld. To this I assented, well knowing that to deprive a man of his allowance of grog by [illegible] would only prove the greatest [illegible] and would be a source of grumbling and perhaps mutiny during the voyage.

In the first part of this passage a little [illegible] encountered to restrain the seamen from the use of profane language. [illegible] that a pernicious example was set them in the [illegible] By frequent appeals [illegible] and strict adherence to the [illegible] in this respect as far as [illegible] ship.

This being the [illegible] tumnal equinox we [illegible] squalls and [illegible] and as the ship [illegible] yond her bearings [illegible] must have been [illegible] morning of the [illegible] dark and cloudy [illegible] west, with a heavy [illegible] were sent down and [illegible] were close-reefed [illegible] er, were furled. At [illegible] showers of rain mingled [illegible] lightning. At one [illegible] the foresail rested [illegible] on the starboard [illegible] the elements [illegible] black clouds [illegible] furiously along [illegible] east scud, when [illegible] ear with peal on [illegible]

ning's horrid glare played around the masts and rigging, and, as if impelled by some demon of destruction, threatened to envelop the noble ship in one vast sheet of flame. While memory holds its empire, I shall never forget that night. At midnight, wore round on the larboard tack, furled the main-topsail and foresail, and set the storm-staysails. Such was the deafening roar of the elements, the bellowing thunder, and the terrific blasts of wind, which ever and anon came howling o'er the angry deep, that it was impossible to be heard, with a speaking trumpet, half the length of the ship. At 1 A. M., the dense pile of black clouds lifted their enormous masses from the horizon from north to west, presenting a long streak of clear, blue sky; at the same moment was heard a heavy-roaring peal of thunder, attended by a sharp flash of lightning; then came the sudden and awful change of wind from north-north-west.

The gale struck the ship with furious blast, and threw her down, two feet of her main deck being under water. To add to the horror of this awful scene, the forward bulk-head broke away below the lower-deck beams, which drove the immense body of corn into the fore-peak; at the same time, the planks which formed the casings of the pumps started from the joists to which they were secured with spikes, and the corn found its way into the pump-well, which was soon filled up as far as between decks. The violence, too, of the first blast, split the mizzen-staysail, and it blew from the bolt-rope. The only sails she now had on her were the fore and main-staysails; consequently, having no after-sail, she fell off, and brought the sea a-beam. Fortunately, however, the wind had not blown sufficiently long to make a dangerous sea. It was nevertheless a perilous situation, and it became absolutely necessary for the safety of the ship either to take in the fore-top-mast staysail, or to get tarpaulins in the mizzen rigging, so as to keep her up to the wind. We were soon, however, relieved from the necessity of taking in the staysails; for at this moment, on came a terrific gust of

wind, and the staysails were blown to pieces. The ship, being now somewhat eased from the pressure of the canvass, righted so far as to bring her deck out of water. The tarpaulins were accordingly secured in the mizzen rigging, and with this she lay for a short time comparatively well. But when the morning light broke forth, the gale, as if with maddening fury, seemed to redouble its violence. No longer was the ship capable of resistance, and the only alternative for her safety, and the lives of the crew, was to get her before the wind. This was the more unavoidable as she strained exceedingly in her upper works, and was now leaking considerably: imperious necessity, therefore, demanded that some plan should be executed to get the corn from out of the pump-well, so that we might work them, and free the ship. The sea had risen to an alarming height, and every seaman will know the danger of keeping the ship off in such a moment as this. It was, however, the only alternative. Four men were sent on the fore-yard to slacken down the gaskets of the clew of the foresail, and two men were sent into the mizzen rigging to cut away the tarpaulins. All being now ready, the starboard head-braces were hauled in, and the after-yards squared; the helm then was put to weather, the fore-tack was bowsed taut, and the tarpaulins were cut away. For a moment the ship shook violently, but presently she began to fall off. When about four points from the wind, a heavy sea came rolling on with frightful rapidity. The vessel could not clear it. I saw an awful crisis at hand, and shouted for every man to secure himself as best he could. The immense weight of water fell on board, knocking the launch out of the chocks, and sweeping away spars, water-casks, and the starboard bulwarks from the gangway to the fore rigging. She was now before the wind, and, like an impatient steed when checked, dashed along at the rate of ten knots, sometimes careening on the top of a mountain wave, and then plunging into the fearful abyss which threatened to swallow her

up in its merciless chasms of whirling commotion. Four hours of extreme peril and intense anxiety passed away, and not till the sun had crossed its meridian did the gust become less violent. At 3 P. M., it moderated; and the gale, though severe, was not dangerous, as the sea became regular and following.

Thus far it had been impossible to do any thing in reference to getting the corn from the pump-well. A barricado was now erected, and the pumps were hoisted out; then one man was lowered down with a sack, by a girtline, from the main-top. The sack was filled with corn, then drawn up, again let down, and so on in this way we continued to clear the pump-well; but the progress was necessarily slow. The leak was soon discovered and stopped, and at the expiration of seven hours the well was entirely cleared, the pumps were lowered into their places, and the ship was pumped out, having made but two feet and a half of water during the whole of the gale.

The next object was to secure the forward bulk-head; this labor, however, was deferred until the next morning, when the gale had moderated sufficiently, so as to get sail enough on the ship to keep her steady. The bulk-head was secured as strongly as practicable, and the severe disasters which we had received were now repaired; but the loss of the corn which had been pumped out, and the balance having shifted, it gave the ship nearly four streaks' list to starboard — so that, when we arrived in Lisbon, she was as much careened as when carrying sail in a hard gale. I had no reason to regret having established the course of treatment and regulations, with the crew, which have been stated at the commencement of this voyage; on the contrary, every man did his duty cheerfully and in a seaman-like manner; and had it not been for the ability and exertions of the seamen, the ship could not have been saved.

October 6. — Came to an anchor abreast of Belham Castle, the place appointed for vessels subject to quarantine restrictions; and as our ship was of that number, of

course we had to [illegible] were more rigid [illegible] the importation of [illegible] the Mediterranean [illegible] fear of the plague [illegible] alent among the [illegible] duced, may in [illegible] We were [illegible] until three days [illegible] letters underwent [illegible] were delivered [illegible] whole modus operandi [illegible] a mere farce: for [illegible] bugbear; nevertheless [illegible] city, immediately [illegible] all the risk they [illegible] and it would [illegible] delay is [illegible]

Nothing worthy [illegible] The coal [illegible] after a tedious [illegible] mitted it [illegible] and took it [illegible]

November [illegible] the wind being [illegible] down the river [illegible] the merchant [illegible] and steering [illegible] sels were put [illegible] north-east. [illegible] evening [illegible] [illegible] steering north [illegible] wind. I [illegible] believing it could [illegible] less risk in the [illegible] most have it in [illegible] Accordingly we [illegible] quickly as possible [illegible]

ceding night, to attract their notice. The position of the ship was now critical. It blew a hard gale, the rain fell in torrents, and nothing could be seen ten yards from the deck; and, to add to this perilous situation, we had only nine fathoms of water. Just at this moment, Providence favored us; the rain ceased, the mist broke away, and we caught a glimpse of Smith's Island. It was, indeed, but a glimpse, for it immediately shut in thick again; but it was enough for our purpose. Close-reefed topsails were put on the ship, and I shaped a course, from the bearings of the island, to cross the tail of the middle ground in five fathoms of water. Here, again, I experienced the great benefit arising from kind treatment to a ship's crew. This was an hour that required all the firmness, seamanship, and activity, a crew could muster to their aid, and, I can safely say, with ours there was no flinching; for every man did his duty with alacrity, and in a seaman-like manner. In about thirty minutes, I found all was right; the soundings indicated our approach to the middle ground, and presently we struck bottom in five fathoms, as contemplated by the bearings of the island. In a short time, the heavy mist which had obscured the view from all surrounding objects cleared away, and Cape Henry lighthouse was seen directly ahead; still no pilot-boat was visible, and, as it continued to blow hard, of course the greatest anxiety prevailed throughout the ship. In this critical juncture, I determined to hazard the risk of running her into Hampton Roads; fortunately, however, when the regular soundings on the Horse-shoe were obtained, a pilot-boat was discovered coming down the bay. In a few minutes, to our great relief, we received a pilot on board, ran the ship into the Roads, and anchored. The next morning, at daylight, got under way, and stood up the bay with a fine breeze from the southward; and, on the 4th of January, 1819, anchored in the harbor of Baltimore, making the passage in forty-eight days from Lisbon.

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CHAPTER XXVIII.

VOYAGE TO BATAVIA — BURIAL AT SEA.

THE strong and powerful feelings consequent upon he meeting of near and very dear friends, after a sepa- ation of nearly four months, being over, I not only en- oyed the quiet repose of home, but also the society of er who was now the companion of my life and fortunes. Though much separation would, of course, be our lot, rom the nature of my avocation, yet there was now an bject in whom I could repose with perfect confidence, nd also unite in those sympathetic feelings so dear to he human heart.

Never, during the whole period of my life, did time ass so happily, and I may say so rationally, as on the resent respite from the toils upon the ocean. No cloud resented its dark shadow, no sorrow gave a shade of loom, and no blighting disease laid its withering spell n our cheerful hearth-side, to mar the bliss of social in- ercourse and mutual love. These were halcyon days wiftly passing on the wheels of time, destined shortly, owever, to be interrupted. It was about this period hat I assumed the command of the ship Edward, be- onging to the same owners.

Two months and a half having gone by almost im- erceptibly, the ship to which I had been transferred vas once more completely fitted out for an East India oyage. The duties of supercargo being committed to ny charge, created an amount of responsibility which ever had before fallen to my lot, and the importance of he trust was a source of considerable anxiety to me.

Here, too, was a voyage before me of not less than one year, subject not only to the perils of the sea, but also to the pestilences of the torrid zone; for it must be known that I was once more bound to Batavia.

On the 20th of March, specie, amounting to one hundred and forty thousand dollars, was taken on board; and, every thing being in complete readiness, I bade adieu to my companion and friends, and once more found my way to the quarter deck of a gallant ship. The wind being fair, in a few minutes the well-known song at the windlass was heard, and then the hoarse voice of the first officer calling out, "The anchor is short apeak, sir; lay aloft fore and aft, and loose the topsails and top-gallant sails." These orders were quickly obeyed. The sails were sheeted home, and hoisted to the mast-head, and the yards were braced so as to cant the ship's head to starboard. And again the long-drawn song was heard at the windlass, the anchor was rapidly hove up to the bows, and in a few minutes our gallant ship was standing down the river under a press of canvass. It was one of those peculiarly bland days which frequently mark the premature advance of spring, but which, at the same time, are the precursors of a coming storm. The day was clear, and the gentle south-western breeze brought with it the mildness of latter spring; these, together with the genial warmth of the sun, produced an unusual degree of heat for this period of the season; nor was the foliage and verdure unmindful of this premature warmth, for on either side of the river might be seen the springing bud, of various hues, swelling out; and grassy plains spreading forth their delightful green, — on all of which the eye might rest unwearied with pleasure. These sights along the river's banks afforded to the mind a relief which tended to dissipate a part of the gloom induced by the certainty of a year's absence. And yet this was but a transient respite. Every passing object — the numerous craft, and jolly boatmen, with light hearts and cheerful song, plying gayly towards a much-cherished home, from which we were

now fast receding — [illegible]
of separation. Nor [illegible]
affection's glance [illegible]
ago, we left [illegible]
perhaps, was [illegible]
nation. Of course [illegible]
nor tears, nor [illegible]
breeze swelled [illegible]
more rapidly [illegible]
winds! [illegible]
until half [illegible]
safely moored [illegible]
we reached [illegible]
was thick and [illegible]
yet the [illegible]

On the 21st of [illegible]
from the north-west [illegible]
shift of wind [illegible]
reefed fore-topsail [illegible]
this precaution [illegible]
9 P. M. and [illegible]
carrying [illegible]

March 21 — [illegible]

One of the [illegible]
main-topgallant [illegible]
shot [illegible]
bruised [illegible]
great [illegible]
health was [illegible]
me[illegible]
offi[illegible]
ter [illegible]
fidant [illegible]
young [illegible]
offi[illegible]
wh[illegible]
all [illegible]
tory [illegible]
The [illegible]

Of course, it may be supposed that, with a crew and officers of the above description, it required no little firmness and decision of purpose to establish and maintain a good state of discipline; and, indeed, this was not thoroughly accomplished until the homeward-bound passage; it was then effected through the agency of sickness and death, as will be hereafter stated. Although every privilege was allowed, consistent with the duties of the ship; and although every care was taken with regard to their food and diet, as well as to the comfort and cleanliness of the forecastle; and further, no man was allowed to be called out of his name — yet, notwithstanding all these regulations and care to their welfare, there were some of the sailors who never manifested any thing else but the basest ingratitude. After this, the ship was exceedingly laborsome, steered badly, and scarcely a day passed, in heavy weather, that a spar, or some of the rigging, was not carried away. After a passage of one hundred and four days, we arrived in Batavia, and anchored in the roads. Here were a number of American as well as other vessels, waiting for cargoes. As soon as the necessary precautions were taken, such as getting awnings fore and aft the ship, sending down the yards, masts, rigging, &c., so as to screen the sailors from the heat of the sun while at work, I repaired to the shore, and procured a crew of Malays to man the boat — a proceeding always necessary for the preservation of the health of the ship's crew in Batavia. It is customary for masters and supercargoes to take up their residences about three miles in the country; this is done for the preservation of health, and is attended with but little extra expense, for every person doing business is necessarily obliged, from the intense heat, to have a carriage always at his command.

From the captain of a Newburyport ship, I learned that Mr. P., my mate, had sailed with him on the last voyage, and that he had been detected in embezzling the cargo, as well as guilty of forgery. It was necessary, therefore, as there was no alternative but to keep him,

to use great precaution, and keep a good look-out upon his conduct. Consequently, I took a memorandum of all my provisions, stores, &c., and obliged him to render a strict account of all the expenditures, and whenever the least particle of any portion of the cargo, was sent off, a receipt for the same was always required. In this way, I managed to keep him tolerably honest. We lay here nearly two months and a half. The crew, with the exception of one man, who was placed in the hospital, were kept in good health. I had completed the purchases and shipping of the cargo, and the ship was now ready to proceed on her homeward-bound passage; but as the seaman who had been sent to the hospital was considered dangerously ill, another was shipped in his place.

On the 23d of September, 1819, we got under way from Batavia Roads, and stood down the Straits of Sunda. In passing Anjer Roads, we were boarded by a boat belonging to the United States frigate Constellation, which lay to an anchor in the roads. From her we received despatches, as well as many hearty good wishes for our safe and speedy passage. The weather now became very squally, and we did not succeed in getting clear of the straits until the 28th; and thus our troubles had not only commenced, but from this time they began to multiply upon us. We had no sooner succeeded in gaining an offing from the straits, than four of the best seamen were taken down with fever and dysentery. The remainder of the crew were otherwise much debilitated and weakened, from the excessive heat always peculiar to these climes. Day after day rolled away without any material alteration, except that one and another were alternately struck down with disease. We had succeeded in reaching the length of the east end of Madagascar, when our condition, as regarded the health and strength of the crew, was truly deplorable; they were all completely overcome, and I shall not forget a scene which took place on a beautiful moonlight night, about this period. The ship was running along at the

rate of seven knots, with studding-sails set below and aloft: nought was to be seen save a brilliant moon performing slowly and silently her majestic rounds, with here and there a bright star or planet, which seemed to vie with each other in sparkling refulgence, and the blue sky, which appeared to meet and kiss the fathomless waters: not a sound was heard except the dashing foam on the ship's bows, as she bounded o'er the wave, or the low tones of the debilitated seamen on the forecastle, recounting some ghostly tale or bewailing the condition of their sick shipmates. It was a moment when every other thought and reflection was hushed and absorbed in the sublimity and grandeur of the whole scene. Looking upward and around, I neither saw, felt, nor contemplated any thing but the power and immensity of God. A solemn stillness pervaded the ship, interrupted only, at intervals, by the low groans of the sick and dying: for the life of poor Jack Brown — and a better or truer sailor never handled a marlin-spike — was fast ebbing away. I had exerted all my skill in the administering of remedies, and every possible care was taken of him, as well as the others: but his strength had sunk under a violent dysentery. At eight P. M., I repaired to the forecastle as usual, to bestow some little kindnesses and nourishment to the sick. I found poor Jack with his face towards the side of the ship, breathing hard.

"How do you do now, Jack?" said I. With great difficulty, and with my assistance, he turned his face toward me, and, after the fatigue occasioned by this exertion, he said, in a low, hollow voice, —

"Captain, I am a dying man:" and after another strong effort, he continued — "I have a mother now living in England. God bless her! I have been a sad fellow, sir; — she taught me to read the Bible, and say my prayers, and gave me much good advice; and she often would say to me, 'Don't forget the advice of her who never forgets to pray for you.'"

Here the big tears chased each other in rapid succession from the dying eyes of poor Jack.

seen but an unruffled sea, and now and then a seagull, or a Mother Carey's chicken, skimming the swelling surface—the only proof that we were not alone in creation's expanse. There was an air of profound sorrow and melancholy reigning throughout the ship. Here lay the cold remains of poor Jack; and in the forecastle languished three others so ill, that we knew not what hour they would share the fate of their departed shipmate. It was indeed an hour of sadness, when the ship was hove to, to perform the rites of burial. All hands that were able to come on deck took their stations forward of the gangway; they were all tidy, and dressed in their best rig; the stars and stripes were run up half-mast; the corpse, with a bag of shot tied at the foot of the hammock, was placed on a board at the gangway, after which, thirteen minute guns were fired, and then commenced the reading of the funeral service of the Episcopal Church. It was a moment when all the finer feelings of the soul were brought into play; the stout hearts and rigid muscles of men who had never flinched, in storm or battle, gave way in sympathetic woe. There was a moment's pause as I came to the period preceding the sentence — "We commit his body," &c. I involuntarily ceased reading as I heard a deep groan from an old sailor. The sentence was finished, a deep splash was heard, and the body of poor Jack sank beneath the blue wave, there to rest until the sea shall roll its millions to the shore.

After this mournful ceremony was over, all sail was again made, and we stood on our course, without knowing, however, how soon the same melancholy duty would have to be performed to some other inmate of the ship.

The weather continued fine and the wind fair; and as I was much worn down with the fatigue of the last few days, and especially as I felt an unusual degree of sadness, I concluded to turn in, hoping thereby to get my mind relieved, as well as my body refreshed. The scenes of this day had made a deep impression on me,

I deeply reflected upon the
l for the solemn and
an eye-witness
master of a ship
called upon, at least
worthy of imitation
l to rest, and
s roused by
had run high, and
leck; and, to
-topmast was
opsail, topmast
nt-studding-sa
, all fallen forward
train, and
s. Here, now
! However, I was
oard, that was
was the
six days before we
ner topmast
on Lagullas Bank.
cially as the
, both in body and
and off duty and
ssibility
, we felt
n English East Indiaman
l Hope. Seeing our
l, and very humanely
tance we might
; and
oard of my
the Cape
ediately
ored in. Three days
all taken on shore and placed in comfortable
ters, under the care of an eminent physician. But
was his opinion that the men would not be suf-

ficiently recovered to go on board in less than six weeks, I concluded to pay them off and ship others in their place, and proceed without delay on my voyage. This was accordingly done: and, after filling up our water-casks, and laying in a good stock of fresh meat and vegetables, we weighed anchor, made all sail, and stood to sea, with a fine south-east trade wind, on the 13th of November.

I pause here in the narrative, to pay a tribute of gratitude to Captain Wells, of the English East India ship Warrington. In every respect he acted as a gentleman; and, but for his kind interposition and promptness in timely assisting me with his men, it would not have been possible for us, in our debilitated condition, to have worked the ship into the Cape. And further, I could not press upon him to accept any remuneration for the great assistance he rendered to us. His generosity and unaffected humanity proved him at once to be a whole-souled sailor and a gentleman at heart; and as such I shall ever remember him with gratitude.

As usual at this season of the year, the south-east trade winds blew fresh and steadily at one point, and nothing of great importance transpired, to interrupt the usual sameness of a sea life, in fine weather and a long course of fair winds. During the passage down to the line, I discovered, for the first time, a defect in my sight: I believed, at first, it was temporary — owing, perhaps, to some obscurity of light in the cabin; this, however, proved not to be the case. The defect was real, attributable to the fact, that I had measured the distances of celestial objects, in order to determine the longitude, with an inverted telescope. This work being often repeated, of course it was laborious to the organs of vision; this, together with much exposure in hot climates, affected the optic nerve. The diminution of sight, however, at this period, was so trivial, that I felt but little alarm at ulterior consequences.

On the 18th of December, we crossed the equinoctial line, in 35° west longitude, and it was with great pain

with a brace of pistols, — the young Englishman doing the same,— and giving the cook and steward their orders, I jumped forward, and ordered the men on deck. They all rushed up in a body, and, with oaths and imprecations, swore they would do no more work until the second mate was put on duty. I once more ordered them to brace yards, and on their refusal I fired a pistol over their heads, when they immediately rushed to the quarter deck; but here they were met by my friend, the Englishman, and the cook and steward, with handspikes. I discharged my second pistol, which took effect in the fleshy part of the arm of one of the villains, and disabled him. My friend had discharged both of his pistols without effect; not so his fists, for they were better than any pistols; whenever a man came within the reach of his arm, he was sure to be knocked down. The cook and steward played their part well, so that in about fifteen minutes the mutineers begged for quarters; and thus we completely subdued the mutiny without the aid of the chief mate, who, during the whole of this lawless riot, stood a silent and quiet spectator on the quarter deck, purposing, as I supposed, to join the victorious party, whichever it might be. The men now were quite humbled, and returned to their duty with submission. They promised, if this affair was overlooked, that, for the future, they would give no occasion for a repetition of the same punishment. In reply, I stated that their behavior and good conduct should govern me in my future course towards them. During the remainder of the passage they conducted themselves with propriety, and although we encountered intense cold weather, and many hard gales, yet every man did his duty cheerfully without murmuring or flinching. On the second day of February, 1820, we took a Chesapeake pilot, and entered the bay with a fine southerly wind, which carried us up. On the 3d, at 2 P. M., let go our anchor in Baltimore harbor, after a most tedious and unpleasant passage of one hundred and thirty-three days.

topsails and topgallant-sails being hoisted to the masthead, the fasts were cast off, — in a few minutes she was rapidly sailing over the smooth water, down the river, with a fresh westerly wind. In two days from this period, we were clear of the land, scudding away to the eastward, with a heavy north-west gale. It may be sufficient to say, in regard to this passage, that we had an uninterrupted continuation of gales, high seas, and heavy, boisterous weather; our decks were swept, the long-boat was stove, many of the sails were split to pieces, the fore-topmast and fore-yard were sprung, and the jib-boom carried away close to the cap. Such was the extreme state of the weather, it being intensely cold withal, that we had to subsist on raw provisions for many days: the sea making almost a continual breach over us, it was impossible to cook, or keep a fire in the caboose. In twenty-five days, to our great satisfaction, we got soundings in the chops of the English Channel, at which time the weather moderated; and in twenty-six hours we took a North Sea pilot, off Dover. The wind continuing fair, we passed the Goodwin Sands, and in four days were safely moored alongside the Helder, in the port of Amsterdam. After the usual forms of entry, &c., were made, we commenced to discharge our cargo forthwith, which was all completed, and the ship ballasted and ready for sea, in sixteen days.

On the 11th of April, got under way from the Texel Roads, (having lain to an anchor wind-bound for eight days,) and stood to sea. We had not proceeded far down the North Sea before the wind hauled round to the westward, bringing fresh gales and rain, which lasted eight days; after which the wind veered to the eastward, and gave us a fine run down the Channel.

On the 22d of April, at meridian, a departure was taken from the Scilly Isles, and at sunset they had quite disappeared, and once more we were upon the broad expanse of waters, bounding over the blue ocean towards our much-loved home. My mind had now become more deeply impressed than ever with the nature of my

perilous occupation, liable every moment to be launched into eternity. Of late, I had made a constant practice of reading the Scriptures; and by the light they reflected upon my mind, I saw evidently that my condition was unsafe, because I felt and believed that I was a sinner, and, as such, was justly exposed to the wrath of God. Then, again, the vast amount of goodness, forbearance, and long-suffering, which had been extended towards me by the Author of my being, all strengthened the belief, that I was the most ungrateful of men. These and similar exercises brought a renewal of that deep conviction which I had experienced on a previous occasion, and I resolved, if I was spared, to lead a new life. These resolutions once formed, I felt comparatively easier in mind, especially as I had latterly, and more particularly on this voyage, endeavored to impress on the minds of the crew their moral responsibility to God and to themselves. It was a source of much satisfaction to see the men generally engaged on the Sabbath day in reading the Scriptures, tracts, &c. The general deportment of the crew, on this passage, was vastly different from that of any other set of men with whom I had been connected during the last fourteen years; and, without relaxing in the least in the discipline of the ship, the seamen uniformly obeyed every command cheerfully, and discharged their duty promptly.

The winds inclining to hang to the northward and westward, I resolved again to make the southern passage; and nothing material transpiring to contribute additional interest to the narrative, I shall pass over the remainder of this passage, without giving a monotonous detail, and will carry the reader along with me to the Chesapeake Bay, which was entered on the second day of June; afterwards, we had light, baffling, westerly winds, which obliged us to remain at anchor three days, affording a fine opportunity to paint, clean, and strip the ship of all her bandages, so that we might enter port in ship-shape order.

On the 5th, the wind coming in from the southward, we weighed anchor, made all sail, and stood up the bay.

In twenty-six hours she was made fast alongside the wharf in the port of Baltimore, making the passage in fifty days. Thus was the East India voyage closed; and thus, also, were my services closed in this employ, for the following reason, viz., I had neglected, at the commencement of the voyage, to have a written agreement in regard to the compensation I should have for transacting the business. Of course I was entitled to commission; but the owners thought proper to substitute the sum of five hundred dollars instead of the regular commission allowance, which would have amounted to three thousand five hundred dollars. These, then, are the reasons why I left the employ. Possibly it would have been for my interest to have remained, especially as it was not generally known whether the merchants had displaced me, or whether I had left them of my own accord.

I was not very anxious to embark again immediately, for, as it will be seen, I had been constantly employed for the last two or three years, and it was but natural that I should feel a strong desire to remain on shore with my family for a short time, to enjoy the social and domestic comfort of which seamen are so long and so frequently deprived. Circumstances now transpired which are not necessary to relate, but which called upon me to use every exertion, not only to sustain my reputation, but to maintain the social relations that I was bound to uphold. To remain idle was not very congenial to my temperament, or my peculiar situation at this time; consequently, employment was sought for, but not so readily obtained, because I had a weight of interest exerted against me by my former employers, which at length obliged me to accept of a first officer's berth, with a promise of command at the expiration of one voyage. Accordingly, I repaired on board the ship H., and discharged the duties devolving on my station, such as taking in cargo, &c. The destination of this voyage was as follows, viz., from hence to New Orleans, and from thence to Liverpool; to return to Orleans, and

from thence to Baltimore. The ship being in complete readiness, with crew and passengers all on board, we sailed on the 2d of November, 1821.

I should have passed by this voyage in silence; but as there are circumstances connected with it different from any which have been related in this narrative, I shall give as brief a detail as the nature of those circumstances will admit, and, in doing so, I shall endeavor to divest myself of all prejudice, either to the captain or crew. Having a fine, fresh north-west wind, we soon ran down the Chesapeake Bay, discharged the pilot, and went to sea, November 5th. By this time I had an opportunity to make my observations on those with whom I was to be associated for at least eight months; and the result was not of the most pleasing kind. Captain B., an Irishman by birth, was about fifty years of age; and although he had followed the sea for many years, yet he was not a sailor. Proud and overbearing, he endeavored to keep his officers at a distance; and as to the sailors, in his estimation they were but little elevated above the brute creation. The height of his ambition appeared to be in painting, scrubbing the decks with holystones, and employing the steward in some trifles, such as cleaning brass, tins, &c. He was exceedingly vain of his own person, which was short and thick, — stooping very much, from disease in the back; with a broad, Irish face, large nose, and eyes that seemed ready to pop out of his head, and a mouth which, when spread, occupied nearly the diameter of his beautiful face; his legs were short, and his feet might be fitly compared, for beauty and symmetry, to those of a Liverpool dray-horse. "Clothed with a little brief authority," he exerted it on all occasions; and his chief delight appeared to be to make the situation of the officers and crew as unpleasant as his ill-temper and disposition could suggest. As a proof of this, immediately after leaving the land, the crew were put on an allowance of provisions and water, with orders to keep all hands at work during the whole day. He endeav-

ored to ape the gentleman, with the passengers; but it was with such an ill grace, that he failed in the attempt, and he was despised by them. I shall leave him for the present, and say something in relation to the second officer, and crew. Mr. N. was a young man, just out of his time in seamanship; was not above mediocrity; indolent in disposition, exceedingly illiterate, knowing not how to govern himself or command others. The seamen, generally, were disposed to be obedient; but the ungenerous and unfeeling treatment of Captain B. induced a spirit of insubordination and murmuring, so that it was not without great difficulty that I managed to have the unjust orders of Captain B. executed. We had not been many days at sea before I discovered that our noble commander knew very little about navigation — in fact, he had run the ship ten degrees to eastward of the Hole in the Wall, when in its latitude, so that the ship was hove to, three nights in succession, with a fair wind and fine weather. The passengers now became exceedingly uneasy; and, as the owner's son was on board, he requested me to take a lunar observation, saying that he would take all responsibility on himself. I complied with this request, and determined the ship's position, which was found to be correct when we made the land. It may be supposed, after this, that the passengers had no more confidence in the abilities of Captain B., as a navigator; for, upon all occasions, I was consulted, which, by the way, proved to be most unfortunate, for all the malevolent passions of this little great man were levelled at me. But he soon found his vituperation was entirely harmless; and when he ascertained that he could effect his purposes of revenge in no other way, he accused me of drunkenness. This foul slander was easily rebutted, for he was proved to be a liar by the passengers and his own steward, and the most sovereign contempt fell upon himself.

Immediately after our arrival at New Orleans, in consequence of the cruel usage towards the crew, they all deserted. I demanded my discharge; but to this the

owner's son (who was the consignee) would not listen, assuring me that, if I would perform this voyage in the ship, I should have the command on her return: with this assurance, I consented.

She was loaded with cotton, for Liverpool, and sailed January 7th, 1822. After the most extraordinary short passage of twenty-four days, we arrived in Liverpool Dock. During the whole of this passage, Captain B. and myself did not exchange a single word together, except as he gave some order pertaining to duty, which was answered by the simple monosyllable of yes or no. The men were used more like galley-slaves than freemen. Besides working hard all day, they were frequently called up two or three times in their watch below at night, having continual gales and heavy weather to contend against. As in New Orleans, so it was in Liverpool, for we had not been in dock more than twenty-four hours, before the crew all deserted. The ship was discharged, but did not obtain a homeward freight until March. Among other things which came on board with the stores and furniture, were six holystones, three of which had iron rings at both ends, and weighed nearly two hundred pounds each. Upon examination, I ascertained that we had barely beef and pork enough to last forty days; this was reported to the Captain, when he replied that it was all-sufficient.

March 3. — We hauled out of dock, had a fine run down the Irish Channel, and steered away to the southward, for the Antigua passage. The whole time I spent on board of this ship, thus far, had been as disagreeable as can well be imagined; but the past could bear no comparison with what followed. Eight days had scarcely elapsed since our departure from Liverpool, when the sailors were put on short allowance of beef and pork; add to this, all hands were employed two days in the week holystoning the decks with those immense stones before mentioned, that required six men to drag them about. On field-days, all the spars, water-casks, &c., were unlashed, and the decks scrubbed in their places; and,

to make up the climax of drudgery, as usual, all hands were kept at work during the entire day. It may well be supposed that my situation was not the most agreeable in the world; but a seaman can fully conceive what kind of a time I had of it, being necessarily obliged to enforce the orders of Captain B. Although, from my heart, I pitied the men, yet I was often compelled to resort to severe chastisement, in order to get the work performed. In a word, to sum up the character of Captain B., he was cruel, overbearing, mean, and dastardly. When, according to his calculation, we were to make the islands which form the Antigua passage, he was again far out of his reckoning, and hove the ship to, four nights, with a fair wind. At length he humbled himself, and asked me to take a lunar observation. I complied with this request, and, according to the result, we made the land, and arrived at New Orleans after a passage of forty days. As the ship was to proceed to Baltimore forthwith, I determined to remain in her, although it might be at the expense of my feelings and comfort. As a proof that I have not exaggerated, in reference to the character of Captain B., and his general treatment to his men, it may be sufficient to say, that, immediately after we made the ship fast alongside the levee, at New Orleans, every sailor left the ship.

On the 12th of May, cast off from the wharf and dropped down the river, and in thirty hours I was again on the broad ocean, homeward bound. Nothing material transpired during this passage. In fourteen days we arrived in Baltimore, and made fast alongside the wharf.

I am happy in being able to state, that, during a life of fourteen years upon the ocean, — and of course I have sailed with many commanders of various temperaments, — the conduct of this last man was a manifest exception to all the others; and it would be no marvel, if such were the general character of sea captains, that mutiny and insubordination were the general characteristics of sailors. This, however, is not the case; there are many, very many, honorable exceptions; and I have never

iown a commander, who was a good seaman, to be rannical and overbearing. Capt. B. was immediately scharged upon our arrival, and the command was ven to me. In consequence, however, of the yellow ver raging violently at the time, the ship remained at ie wharf unemployed during the whole summer. In ie month of October, I assumed the command of the iip Chauncey, four hundred tons' burden, and bound the Pacific Ocean. It will be seen that my stay on iore was of longer duration than it had been for many ears; and as domestic cares had by this time begun to ultiply, I found more difficulty to sever those strong sociations which entwined around the affections of utual love. How much is there in a sailor's life which ts upon him as so many sources of sorrow and disqui- ude,—especially if he be united to one that is capable appreciating a sailor's love, and one, too, that is a iarer and sympathizer in all his joys and sorrows, and in feel for his perils and hardships! This, then, was actly my position; and notwithstanding I had been ivileged to remain with the objects of my affection early four months, yet, as the time approached for sep- ation, I felt more deeply the anticipated privation hich I was called upon to endure. The ship requiring iany repairs,—such as calking, sheathing, coppering, c.,—consequently, she was not ready for sea until the rst of December, at which time her lading was all ompleted, and she was in readiness for a two years' oyage. Let me digress here, to give some account of he ship, her owners, and the supercargo, in order that he circumstances connected with the ensuing voyage nay be better comprehended. As before stated, she vas about four hundred tons' burden, originally built or a privateer; but, as peace was proclaimed before he was fitted out, she was risen upon with heavy up- er works, her iron fastenings were drilled out, and she vas refastened with copper, &c. The ship was very harp and very weak, her upper works being too heavy or the lower frame. Her principal owner was a Scotch-

man, proverbially close and penurious, as may be seen from the following account: The crew of the ship consisted of nineteen souls; he made a calculation for ninety days' passage from hence to Lima, with the customary allowance of beef, bread, and pork, for each day. This amount was stowed so as to be at hand when wanted; but the remainder of the provisions for the voyage was, according to his orders, stowed underneath the cargo. Remonstrance was useless. The supercargo was a young German, a relative of one of the owners; he had procured a greater part of the cargo on consignment; he spoke the English language badly, and did not understand a word of the Spanish. The hour for sailing drew nigh, and, with a heavy heart and painful emotions, the last interview was now about to take place. It was short and sad, for already the topsails and top-gallant-sails were at the mast-head; the keen north-west wind blew piercingly; blue Peter, at the mast-head, fluttered, and the stars and stripes were quivering in the breeze. The time for parting at length came. For a moment I faltered; but in the next might have been heard the melancholy accents of bidding adieu. I hurried out, saw nothing, heard nothing, and felt nothing, until I found myself on the quarter deck of the ship Chauncey. All were on board; the single fasts were slipped, and anon she was sailing rapidly down the river.

In two days we anchored at New Point Comfort, the wind being to the eastward, with dark, threatening weather. Here we had a fine opportunity to fill up our water-casks, and to procure a good stock of fresh provisions. As the wind continued a-head for several days the spars, water-casks, and boats, were all well secured; the chafing-gear — such as battens, mats, leathers, &c. — were seized on in their respective places, and the ship was now completely bandaged for a long cruise.

CHAPTER XXX.

VOYAGE TO THE PACIFIC — DANGEROUS LEE SHORE — AND PROVIDENTIAL ESCAPE.

Before leaving our anchorage, I had a fair opportunity of ascertaining the character of my crew; which consisted of eight able seamen, a carpenter, six young men (all of respectable connections) as ordinary seamen, cook, and steward; first and second officers, with myself and supercargo; being twenty-one in number. Thus far, I had reason to be well satisfied with them. In prosecuting this voyage, I put in execution what I had long contemplated. I took no liquor of any description on board; and, with the exception of a few bottles of wine belonging to the supercargo, I had reason to believe that there was none fore and aft the ship; in the place of which, however, I allowed the men tea, coffee, and sugar, and they were all well satisfied with the substitute. As I had now the entire command and control of this ship, I determined to institute such regulations, and observe a mode of treatment to the crew, that would make their time to pass as happily as the nature of a sea life would admit. My first officer was an educated man, and a good sailor; the second officer was an able seaman, hardy and rough, active, and always ready to execute the commands of his superiors. Before we got under way, the watches were chosen, and the rules and regulations for the discipline of the ship were made known to the crew.

On the morning of December 7th, the wind sprang up from the north-west, and by the time we got the anchor weighed, it blew a strong gale. The ship's head was canted to starboard, and we ran down to the Capes

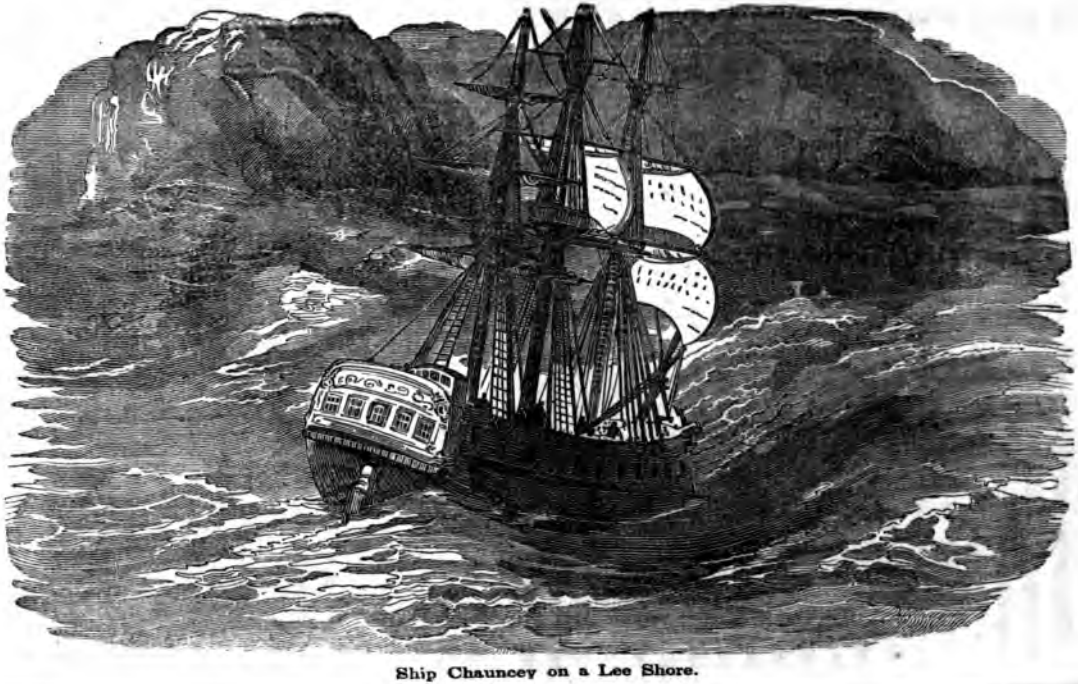
under a reefed foresail. It was with much difficulty and great hazard that our pilot got on board of his boat, and at 10 A. M., we passed Cape Henry lighthouse, scudding, at the rate of eleven knots, under reefed foresail. At meridian, it continued to blow violently; and, as it is customary in every well-regulated ship either to sound or pump the vessel out, the carpenter was now ordered to sound the pumps; to my great surprise, he reported that there were two feet of water in her. This was a source of great mortification, especially at the commencement of a long voyage; and the more so, because there is no circumstance that causes more distrust and discontent among sailors than a leaky ship. It now became necessary to keep one pump constantly going in heavy weather, and every hour in moderate weather. By dint of a little tact and management, pumping soon became a matter of course with the seamen, and was performed as cheerfully as any other part of the ship's duty. As a passage similar to the present has been described in the first part of this work, I deem it advisable not to swell these pages with a repetition of unnecessary detail. Permit me, therefore, to transport the reader from a sight of Cape Henry lighthouse, with a hard north-wester blowing, over different oceans and varied climes, and through all sorts of winds and weather, calms and gales, to a position off the Falkland Islands, near Cape Horn, after the very short passage of sixty-four days. All now was on the tiptoe of expectation, believing that we should double this boisterous Cape without much difficulty. I had, however, taken the precaution to get the ship snug, and in perfect readiness to encounter adverse weather in this region; and, in my opinion, this is what every good seaman ought to do; for no sooner was the ship's head pointed to the south-west, off Staten Land, than it commenced to blow violently from west-south-west. The ship was put on the starboard tack, and it blew so tremendously that nothing more than storm-trysails and double-reefed foresail could be carried. Now our troubles began to multiply

upon us. For thirteen days it continued to blow an incessant gale from west-south-west to south-west, with high seas and severe hail-squalls: during the whole time, neither sun, moon, nor stars, were seen; in addition to this, we had now been out nearly eighty days, and it became necessary, for the reasons stated at the commencement of this voyage, to reduce the allowance of provisions; and, what was still worse, we had lost near three hundred gallons of fresh water by the bursting of two casks; so that each man's allowance was now reduced to half a pound of salt beef, or pork, three quarters of a pound of bread, and three pints of water, per day. To be sure, we had plenty of beans, peas, and rice; but then there was no fresh water to cook them in. Thus were we reduced to this scanty allowance at a time when we stood most in need of nourishment and sufficiency of food; and this state of things, too, was brought about by the cupidity and avariciousness of one of the owners. From the closest calculations I could make in reference to the position of the ship at this period, — having had no opportunity to get observations either of sun, moon, or stars, — I judged her to be to the westward of the westernmost point of land off the Cape; but on the morning of the 26th February, while lying to on the starboard tack, under the trysails, in a hard gale from the south-west, land was seen four points on the weather bow and two points on the weather quarter, while the whole ice-bound coast of Cape Horn stretched along on our lee-beam.

Thus we were nearly land-locked, on a frightful lee-shore, in a heavy gale of wind, with a leaky ship. The land on the weather bow proved to be the Island of Diego Ramirez, that on the weather quarter, St. Ildefonso Rocks, and that on the lee-beam was the coast of Cape Horn. No alternative was now left, but either to run between Diego Ramirez and the coast, or to set a press of canvass, and endeavor to beat off shore. Either of these resorts would be attended with great peril and danger. I resolved, however, to choose the latter, so that

I could have the former — that is, to run through the channel, if there were any there — as a last resource. The close-reefed main-topsail and reefed foresail were now set upon the ship. With this additional sail, she bounded over the high sea, making little more than two points and a half lee-way. With what an anxious heart, and still more anxious eye, did I note the bearings of the land! but alas! the sea rolled so heavily that it forced her to leeward, and she drew in with the land. The close-reefed fore-topsail was now set, and with this pressure of head-sail she plunged into the sea, as if goaded to madness by the additional weight of canvass; and frequently the jib-boom, bowsprit, and part of the fore-castle, were under water, while the dashing foam from over the bows, and the heavy, rolling sea, broke fore and aft the deck. It was four o'clock, and the ship was now on the larboard tack. During the previous part of the day, she had been pressed with canvass almost beyond the power of her strength, and the gale still blew with unabated violence. The rocks, piled with mountains of ice, were not more than one mile and a half distant, directly on the lee-beam. With these dangers in view, all hands were summoned to the quarter deck.

"My lads," said I, "you perceive the situation of this ship; we have been carrying a hard press of canvass all day, and yet we have lost ground, and are much nearer the rocks now than we were in the morning; night is coming on, and it will be worse than useless to attempt to beat off shore in this gale of wind; we must now wear ship, and stand off under a press of canvass, and should the wind favor us two points, we shall weather Diego Ramirez; but if the wind should break the ship off, why then we must run through the channel between the island and the coast. There are some sunken rocks laid down on the chart, but, with a good look-out, we may clear them. You see, then, our salvation depends much on your firmness and activity. Let there be no confusion or insubordination; away, then, to your stations, and stand by to wear ship!"



Ship Chauncey on a Lee Shore.

This order was promptly obeyed. The lee fore-tack was stretched along to the windlass, and the braces were manned.

"Are you all ready fore and aft?"

"Ay, ay, sir!" was the reply.

"Put your helm up, and round in the after yards!" The main-topsail shook violently. "Square away the head-yards!" The ship immediately paid off before the wind, and for a few minutes ran as if driven by a thousand furies; presently, however, she came up, and took the wind on the starboard quarter. "Haul in your larboard braces fore and aft!—heave down the fore-tack, and gather aft the fore-sheet—right your helm—belay all, and steady out the bowlines." The ship came up to the wind, but its violence hove her down nearly to the quick-work.

"She has come up two points, sir," said the helmsman.

Thank God, said I, inwardly,—two more points and all is safe. "Away there, aloft! my lads; loose the mainsail, and reef it."

The first officer looked me directly in the face, as much as to say, "She will not bear it, sir." "She must bear it," cried I, "or the masts shall go out of her, for there is no alternative."

The mainsail was loosed and reefed, and the weather clew-garnet was slacked down, while the tack was hove down with the windlass; then the sheet was hauled close aft. With this broad sheet of canvass in her centre, she dashed through the foaming billows with her lee-gunwale under water. Her head now looked up four points to windward of the island, but darkness was gathering fast upon us. The bearings of each point of land were accurately taken and noted; and now, to add to the disasters of this fearful night, the lee-pump would not keep the ship free, and the spirits of the sailors began to sink.

At ten P. M., the gale moderated, and, the ship being more upright, the weather pump was rigged, and she was soon free. By this time I judged we were nearly

abreast of the island. I was not mistaken in my conjecture, for as the wind lulled, the roaring of the breakers dashing against the rocks was heard. At midnight, it fell away entirely calm, and the sound of the breakers became clearer, and more distinctly heard. Perilous as had been our situation during the whole day, it was now rendered infinitely more so, by this dread calm.

There was not a breath of air, and the ship becoming quite unmanageable, she was driven by the heavy south-west swell directly toward the rocks. There we lay until the morning broke. During the night, nothing was heard but the roaring noise of the surf, which broke like an immense cataract against the rocks, intermingled occasionally with the screams of numerous seafowls, which had sought shelter from the storm. A sight the most appalling presented itself that can possibly be imagined; there we lay within three cables' length of the rocks, upon which the sea broke as high as our topmast-heads, without a single breath of wind; the heavy swell was forcing the ship nearer and nearer, every moment, to certain destruction. The cables and anchors were entirely useless, for there was no bottom with a hundred and sixty fathoms' line; the boats, too, were of no service, on account of the tremendous high swell. It was a moment of deep and painful suspense. In twenty minutes, without any wind, the ship would be dashed into a thousand pieces, and all hands would be in eternity. I thought on my home and the dear objects I had left behind. I thought on that Being whom I had so often offended, and inwardly ejaculated a prayer for mercy. The seamen were silent and solemn, and had prepared themselves, by taking off every thing but their shirts and trousers, to buffet the angry breakers before them. We had, previously to this, set every sail that we could get on the ship, so as to catch the least puff of air that might pass by. Now we were within one and a half cable's length of the rocks, and the wind from the rebounding breakers, falling heavily upon our canvass, forced the ship ahead twice her length. The

sun rose clear, and not a cloud was seen in the heavens as the glorious orb ascended upon his daily round. A light cat's-paw came dancing over the glassy bosom of the deep, directly off the land. The yards were quickly trimmed, the light sails shivered and swelled out from the masts, and, ere long, the whole surface of the water was ruffled with the increasing breeze. The topsails, as if relieved from violent labor, fell asleep. She starts — she moves through the water — she is safe! In fifteen minutes she was running, with topmast and lower studding-sails set, at the rate of seven knots per hour, directly from the land. We sat down that morning to our homely meal, overpowered with gratitude to Almighty God, for this extraordinary act of his mercy, in deigning to grant our deliverance from a violent death, and preserving the ship in safety.

The breeze lasting six hours, I took the precaution to get an offing. It was well I did so; for at 8 o'clock the same night, it blew a gale from the south-west, and the ship was under close-reefed topsails. From the heavy pressure of canvass carried on while beating off shore, the ship had strained considerably, and increased the leak, insomuch that one pump would not keep her free. Fortunately, however, the second day after leaving the land, while the cook was getting up wood from the fore-peak, he discovered one of the breast-hooks to work, and the water pouring in through two of the boat fastenings. Upon examination, it was found that all the bolts which secured this breast-hook were iron, and that the copper had eaten them away, leaving nothing but the iron rust in the bolt-holes. Long wooden tree-nails were made, wound round with tarred parceling, and driven into every bolt-hole; a shoar was then fitted, one end of which was placed on the breast-hook, and the other end against a beam; in this way it was strongly secured, and, to our great joy, the leak was so far stopped as to make it necessary to pump only once in two hours.

But our troubles were not yet at an end. The wind continued to blow a gale from west to south-west for

several successive days, so that it was impossible to get to the westward, and it became necessary once more to reduce the allowance of bread and water — say one quart of water, and half a pound of bread, daily, per man, for seven days. Such was the severity of the weather, that the cook was unable to make any fire in the galley; consequently, we had to eat raw beef and pork, which made our thirst intolerable. On the eighth day after leaving the land, the wind moderated, and it fell away calm. The heavy south-west swell went down, and in the afternoon a rolling swell came up from the eastward. From the indications of the weather, I supposed we should soon have an easterly gale; and before darkness closed in upon us, the topsails were close-reefed, the courses were reefed and furled, with the mizzen-topsail, jib, and mizzen, so that the ship was now under two close-reefed topsails and fore-topmast-staysail. My suppositions were correct; for at 8 o'clock the wind sprang up from the eastward, and before ten it blew a violent gale. The main-topsail was clewed up and furled, and we scudded away to the westward during the whole night, with the close-reefed fore-topsail, at the rate of eleven and twelve knots per hour.

CHAPTER XXXI.

CONTINUATION OF VOYAGE — ARRIVAL AT CALLAO — VISIT TO LIMA, &c.

The ship was, by computation, in latitude 56° 30′ south; and, as we had run sufficiently far to the westward, at daylight in the morning we steered away to the northward, so that, by twelve o'clock, her course was north-north-west. In eight days from this period we were in sight of the Island of Juan Fernandez. It was my intention to stop at this place, and fill up the water; but, at 2 P. M., the cheering cry was heard, from the mast-head, of "Sail ho!" At three o'clock we spoke the United States' frigate Constellation, Com. Ridgely, bound to the United States, from the Pacific station. I went on board, and was necessarily obliged to state to the commodore our condition and wants. After bestowing some hearty blessings on the owners of the ship, he very politely supplied us with two hundred gallons of water, and three barrels of bread. This seasonable supply precluded the necessity of touching at the island; so we continued our course towards Lima, where we arrived in eight days, and anchored in the harbor of Callao March 25th, 1823, making the passage in one hundred and eight days from the Capes of Virginia.

Here were a number of British, French, and German vessels, and the market was completely glutted with all kinds of merchandise peculiar to these nations. Flour, however, was in great demand, in consequence of the crop having entirely failed in Upper Peru and Chili. We lay here three months, during which we did not sell more than one third part of the cargo. Our next destination being to the intermediate ports of Peru, then

in the possession of the royalists, and which were in a state of blockade by the Peruvian government, — of course we remained here for convoy, which was expected every hour from the United States. I took this opportunity of visiting Lima. Like most of the other Spanish cities, some of the buildings were large and magnificent, having a court-yard forming a square, the passage leading to which is through a massive folding gate. The greater part of the buildings are of a most ordinary kind, and the streets are narrow, very much confined, and exceedingly dirty. The churches, many of them, are very large, and formerly were famous for their riches, particularly the cathedral, the altar of which was made of beaten silver; the candlesticks, and the other embellishments, of pure gold; but since the revolution, these riches have nearly all been removed, and coined into money, to carry on the expenses of the war. I visited, also, the Pantheon, or repository for the dead, which is situated at a small distance outside of the city. This place contains about twelve acres of land, with a wall, built in the form of a circle, which encloses all the ground; this wall is ten feet high and seven feet thick — not unlike the parapets of a fortress — built of stone; and there are three receptacles, or holes, one above the other, sufficiently large to admit a coffin, each height being three feet apart. The bodies remain here until they are entirely decomposed, when the bones are taken out, piled up into large heaps, and burned. The higher class of persons have splendid tombs erected in the ground, wherein they bury their dead, and from whence they are never removed. At the entrance of this charnel-house, there is a large chapel, which on no occasion is used, except for the performance of funeral rites. This place is unlike any other part of Lima, as it is well constructed, and kept in the most perfect and neat order.

Lima is situated seven miles north of Callao, a place but a short distance from the site where old Callao stood, which, it will be remembered, was destroyed by an earthquake about eighty years previous to this period.

With the exception of one man, every soul perished, and every house and building sank, and was swallowed up, in this awful catastrophe. I visited this spot, and, although the country around was exceedingly fertile, yet here was neither verdure, shrub, nor spire of grass, —the whole surface being one entire bed of ashes. The extreme tops of some of the houses are yet to be seen. It fell to my lot, while here, to be a witness of one of these dreadful earthquakes: it happened at night, about ten o'clock, while I was on shore. Many houses were knocked down; and, while I was endeavoring to get to my boat, the ground rolled, and undulated, like the waves of the sea; for several minutes I found it impossible to proceed; at length, however, I reached the boat, and found the men in the deepest consternation. They informed me, that, for a few moments, the water had retired sixty feet, and then rushed back with incredible rapidity, sweeping all before it. I did not remain on shore, after night, during the whole period of our stay.

The United States' ship Franklin, Commodore Stewart, at length arrived, and we made application for convoy to the blockaded ports, which was immediately granted. In three days after, we were under way, bound to Quilca, under the convoy of the Franklin, and, on the seventh night, anchored off that port. Here we discharged nearly the whole of the cargo, by order of the supercargo, for which I required him to endorse the bills of lading. The merchandise was all sent to Arequipa, the capital of Upper Peru. The intention of the supercargo was to remain at Arequipa, in order to effect the sales of the cargo; and his orders to me were to proceed forthwith to Valparaiso, and remain there until further orders from him. From my observations on the character and competency of the supercargo, I foresaw that this would be a ruinous voyage; on the strength, therefore, of this belief, I insisted that every order from him to me should be given in writing, which was accordingly done. In eleven days from Quilca, we anchored in the port of Valparaiso, and there discharged

the remaining part of the cargo, according to order. We lay in this port nearly four months, and, during this period, there was a slight shock of an earthquake once a day, for forty days in succession. I embraced the opportunity, while here, in company with several of the officers of the Franklin, to visit Santiago, the capital of Chili, and the famous springs of Caukennes.

Santiago is situated about ninety miles north-east of Valparaiso, and is one of the most beautiful cities in Spanish America. It is built nearly at the base of the first range of the famous Cordilleras; the climate is generally temperate, although it is sometimes very warm. Ice has never been known to make in the city, and yet every day presents to the vision the sublime and magnificent sight of the perpetually snow-topped and ice-bound mountains, to which the muleteers ascend and bring loads of ice upon their mules, — one of the greatest luxuries in warm weather. Although the buildings of this city are neither so large, nor so magnificent, as those of Lima, yet they far surpass them in neatness and beauty. They are generally rough-cast and white-washed, which gives them an air of the most perfect cleanliness. The streets are wide, and also clean, and are laid out at right angles. There seemed to exist a corresponding congeniality throughout the community, for the inhabitants were more sociable, and more hospitable to strangers, than any Spaniards I had ever met with.

After remaining here one week, we proceeded to the springs, a distance of one hundred miles from Santiago. On this route we were obliged to take guides, as our course lay sometimes through forests, without any certain marks to distinguish the way. It was a journey full of interest. Travelling the greater part of the distance at the base of high mountains, it was not unusual to see a volcano every ten miles. It was a sublime sight, in the dusk of the evening, to behold these burning mountains sending forth liquid flames of fire. The second day, at four o'clock, we arrived at the banks of the River Hatchapal, from whence may be seen, on the other

sent by his commander to inform me that this port was under a state of blockade by the Peruvian government, and that, as I had violated it, of course I must consider the ship as a prize to the Peruvian schooner Lorenzo. I replied, that the strength of the vessels must be tested before I could think of giving up my ship. He was then ordered into his boat, and away they went.

All hands lay at quarters during the night; and in the morning, at daylight, the schooner was within half a mile of us, pulling in with her sweeps; when about three hundred yards distant, she lowered and manned her boat; at the same time, we manned two of the ship's boats. I took charge of one, and gave the other to the second mate, leaving the first mate on board, to use the large guns should they be needed. As soon as the schooner's boat pulled off, we pulled away also in our two boats. I gave orders previously to the second mate that, when we were abreast of the schooner's boat, we must close in and capture her, and then immediately board the schooner. It was the work of but a few minutes. The Spanish boat was captured without resistance, and we boarded the schooner under the cover of our own guns. This being done, I ran her in and anchored her astern of the ship, spiked her large gun threw all her small arms and ammunition overboard, and moored her boats alongside of the ship. The schooner was detained until we were ready to sail, and then their vessel was given up to them.

The detention of this vessel may perhaps be thought an unwarrantable proceeding; but it will be recollected that my ship had been convoyed by the United States' ship Franklin to this port after the declaration of the blockade, so that I had sufficient proof that the American authorities in these seas did not acknowledge it. I had not only a right to defend my ship, but also to put it out of the power of the schooner to capture or surprise us in any way; and further, it will be seen that necessity compelled me to do this, as the schooner had fifty men and one long twelve-pounder on a pivot — a fearful odds against twenty men and six small guns.

be calked, coppered, and that she must have a new mizzen-mast, with some new sails, &c. This was accordingly done — which, together with the provisions, stores, &c., amounted to the enormous expense of six thousand dollars. Every thing being now in complete readiness, we got under way from Valparaiso, without convoy, and, in a few days, were off the port of Quilca. As none of the blockading squadron were seen, we ran in, and came to an anchor. Mr. V. went on shore; and, to his great surprise and mortification, learned that neither cargo nor passengers were there. This was what I had expected.

Written orders were received from him to get under way, and cruise off and on for fifteen days, at the expiration of which the ship was to come into port; and, in the mean time, he assured me, that the cargo and passengers would be in readiness to be taken on board. All this was done, in accordance with his commands; but when the ship reëntered the port, neither cargo, passengers, supercargo, nor letters, were waiting for me. Here, then, I was, in a blockaded port, liable every hour to seizure. In this dilemma, I sent an express to Mr. V., at Arequipa, but received no answer. Seven days passed away, during which three expresses were sent, but with no better success, for no tidings could be heard of him.

On the eighth day, at 2 P. M., a sail was seen in the offing; but, as it was quite calm, she could not get in, neither could we get under way to go out. Believing the sail to be one of the blockading squadron, every preparation was made to defend the ship as long as possible. Before night closed in, we ascertained the sail to be a schooner, and, as such, I did not fear her much, as we had six guns and twenty good men. At eight o'clock a boat was seen approaching the ship, which was ordered to keep off, but, after some expostulation, she was permitted to come alongside. Permission was granted to the officer of the boat to come on deck; he proved to be an Englishman; said that he belonged to the Peruvian man-of-war outside, and that he had been

sent by his commander to inform me that this port was under a state of blockade by the Peruvian government, and that, as I had violated it, of course I must consider the ship as a prize to the Peruvian schooner Lorenzo. I replied, that the strength of the vessels must be tested before I could think of giving up my ship. He was then ordered into his boat, and away they went.

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Seven days more passed away, and no communication was received from Mr. V., although I frequently heard that he was dashing away in great style with a Spanish lady, whom he afterwards married. Now, to remain here any longer would be exceedingly hazardous, because some one of the large vessels composing the blockading squadron was hourly expected; and as forty days had passed away since we first came down to this port, and there being no probability whatever that any thing would be done by the supercargo, — weighing all these considerations maturely, I resolved, in order to save the ship, to proceed immediately to the United States.

Accordingly, the next day, June 3d, 1824, after letting the schooner free, weighed anchor, made all sail, and stood to sea, homeward bound.

I shall, for the sake of brevity, pass over the space of five weeks, and conduct my reader once more along a vast tract of ocean; and if he is not tired with a stormy and cold region near to the South Shetland Isles, I will again place him on board the ship Chauncey, surrounded with fields and islands of ice, in the latitude of 58 degrees south, on the 12th July. It will be recollected that this is the depth of winter in this region, daylight continuing only about four hours, and the meridian altitude of the sun about 13 degrees. The situation of the ship at this time was perilous in the extreme. At daylight in the morning, after we had gotten into the field ice, no end could be seen to it from the mast-head. Fortunately, however, it was broken into pieces of various sizes, with mushy ice between them. No pen or imagination can describe the horror of this situation. The intensity of the cold may be conceived from the fact, that Fahrenheit then stood fifteen degrees below zero at the entrance of the cabin. The great danger arising from the probability that the ice would cut our ship through, increased our fears; add to which, the uncertainty when we should get clear of the ice, and the positive certainty that we could not exist a long time in

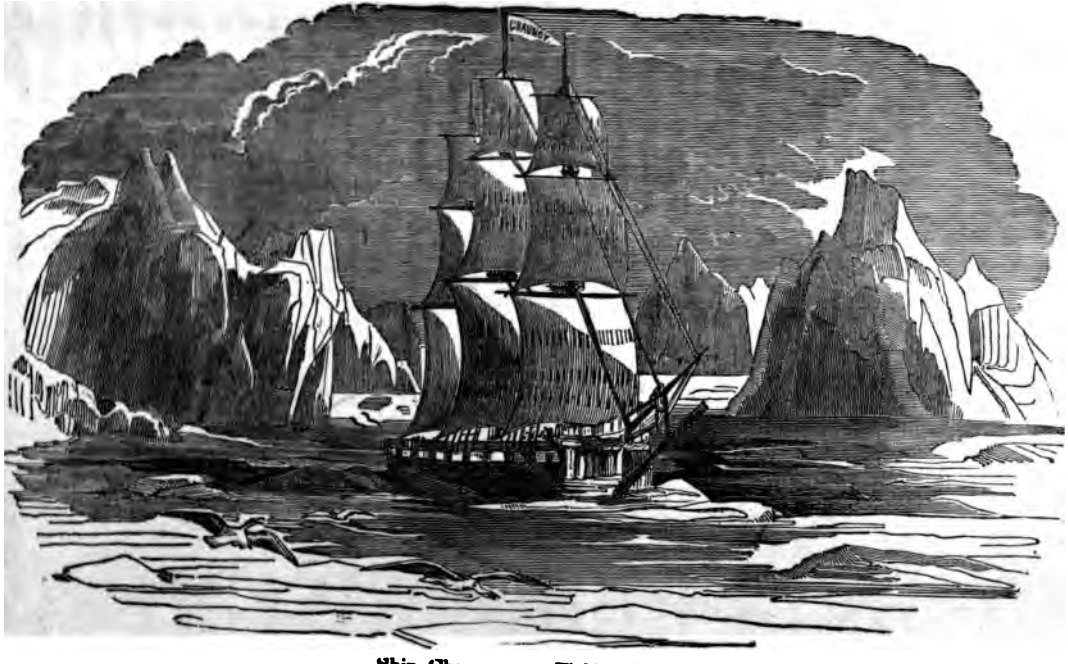
this cold region. Despair evidently appeared in the countenances of the crew: and although death stared us in the face, yet it was not a time for me to flinch or falter. For the space of a few moments, alone in the cabin, I commended myself and crew to the care and mercy of that God who had so often delivered us from danger, and whose eye never slumbers nor sleeps: after this, every fear seemed to vanish, and I consulted with the officers as to the best method of protecting the ship from the ice. This was done by running a grass cable round the bows of the ship, and lashing it to the bowsprit shroud-bolts. Two-inch planks were then placed up and down, and secured to the same bolts, near the water's edge; then a large, rough spar was run out to the end of the bowsprit, on the end of which was a strong strap; to this was hooked a tackle from the end of the bowsprit, so that, by hoisting and lowering alternately, it might break the ice ahead of the ship. After all these preparations were made, to shield the bows from being cut through, I resolved to make as much sail as possible, to press the ship through the ice, and steer away to the northward. This was accordingly done as long as daylight would permit. At sunset, however, no clear place was seen; and she was pressed through the ice until midnight, when the sails were furled, and we lay by until half past nine the next morning, that being the time of daylight. The wind now blew a pretty strong gale from the south-west, and the ice was undulating like the waves of the sea, while the sea-fowl, among which were huge albatrosses, gathered around us in great numbers, as if instinctively awaiting the hour of destruction, to seize upon us for their prey. In vain we strained our utmost vision to behold a clear place of blue water; alas! no joyful sight of this kind was visible. Once more sail was made on the ship, and again was she pressed through the ice throughout the day. At sunset, not only our ears, but our hearts, were saluted with the cheering and joyful intelligence, from the mast-head, that a clear place of

blue water, two points on the larboard bow, was in sight. Darkness closed in upon us, before which, however, the bearings of this clear place were taken. We steered directly for it, and before midnight we reached it, when the ship was hove to. The next morning, it was all clear away to the northward of us; and, by twelve o'clock that day, the ice — both field and islands — was far away to the southward and eastward. The cable, planks, and spar, were all taken on board; a press of canvass was set on the ship; and at sunset, there was no ice to be seen from the mast-head.

We had a fine run round the Cape, and passed to the eastward of the Falkland Islands. The peculiar circumstances by which we had been surrounded for the last few days, and the great deliverance which had been wrought out for us, not only made a deep impression on my mind, but also acted upon those of the seamen; many of them became serious and thoughtful; and I had reason to believe that the impression made upon their minds, in consequence of the many difficulties and perils through which we had passed, produced salutary effects, at least with some of them. For my own part, I was more deeply convinced than ever of the necessity of a thorough change in heart and life, in order to be at all times prepared for the various casualties consequent upon a sea life.

The wind continued strong and fair, and the ship bounded over the blue ocean at a rapid rate; nor was there any cessation until we had crossed the equinoctial line, and reached the parallel of 12° north, when six days of interminable calm, with all its train of anxieties, were endured; after which, the north-east trade wind sprang up, and carried us into the variable latitude; and, with but little intermission, we took the wind to the southward, which ran us into the Chesapeake Bay, ninety-one days from Quilca. In two days we anchored in the port of Baltimore, after an absence of nearly two years, making the passage in ninety-three days.

It may be supposed that no small degree of astonish-



Ship Chauncey in Fields of Ice.

ment existed among the owners when this ruinous and disastrous voyage was made known to them. Of course, I came in for a share of the blame; and yet, there was no transaction connected with this voyage (except the fact of my assuming the responsibility to return home with the ship) for which I could be justly censured, having acted in all respects according to the letter of my instructions, and having, also, written orders from Mr. V. for all that had been done. It was exceedingly fortunate for me that the bills of lading were receipted by Mr. V., or the shippers would have made me responsible for their property. Thus ended a voyage full of privations, hardships, and perils, alike ruinous to the owners and shippers — for, with the exception of eighteen thousand dollars, not one cent was ever received from the supercargo, who married and settled at Arequipa, soon ran through with all his means, and closed his career among Spaniards.

How necessary, in view of this statement of facts, together with many other similar circumstances which I have before stated, that commanders of vessels should make themselves capable of transacting the various business of any and all voyages they may be called upon to prosecute; and I am thoroughly convinced that, in one half the ruinous voyages that are made, the loss is owing, principally, to the utter incompetency of the supercargo intrusted with the management.

CHAPTER XXXII.

RELIGIOUS IMPRESSIONS AND HAPPY RESULTS — SAIL FOR HAVANA AND SOUTHERN PORTS — RENCONTRE WITH PIRATES ONBOARD — THEIR CAPTURE AND DELIVERY TO THE AUTHORITIES OF NEW ORLEANS.

The solemn impressions made on my mind by the many perilous circumstances in which I had been placed, were strengthened by the fact, that, in many instances, human friendship exists in just the same ratio as temporal interest is served; and, again, that no permanent or lasting happiness can be enjoyed apart from that feast which is only within the province of religion to bestow. The necessity of its enjoyment, therefore, now became the primary object of my pursuit; and, although I felt the pride of my heart a serious obstacle to its accomplishment, yet, so deep and powerful were the convictions of my mind in reference to the unsafety of my condition, that even this obdurate pride did not prevent me from making use of the means, both public and private. In this state of mind, therefore, I waited, in expectation that, through the medium of these channels, I should receive the desire of my heart. When, therefore, the great deep of my soul was broken up; when I realized the imbecility of my own power to save; in a word, when I felt that Jesus Christ had cancelled the debt which I had incurred to divine justice; and when faith laid hold upon him as my only surety, — then it was that joy and gladness sprang up in my soul, the burden of sin was removed, and I felt a peace indescribable, and heretofore unknown. Nor was this state of happiness confined exclusively to myself. The one of all others, whom I desired to be a sharer of the same blissful feelings, had, long before my arrival, obtained a like precious faith.

The ship Chauncey was again loaded and ready for sea, bound for Havana; we sailed on the 25th of October, and arrived at the latter place on the 7th of November. The cargo was immediately sold, and a good offer obtained for the ship, which was accepted, and she was accordingly sold for the benefit of all concerned.

In the course of three weeks, I was again in the enjoyment of all the comforts of domestic and social life, and resolved, if possible, never to subject myself again to the whims and caprices of men who knew not how to appreciate the hardships and perils of seamen. With these feelings uppermost in my mind, I purchased a sharp schooner of about a hundred tons' burden, and obtained a freight for the Havana; my intention being to employ her between that port, New Orleans, and one other of the southern ports in the United States. Having now the sole control of vessel and cargo, of course I was at liberty to adopt such regulations as my judgment dictated; and as the religion of the Bible is an expansive principle, and breathes goodwill to all men, so I determined to institute its forms on board of my vessel, and disseminate its precepts among the seamen under my command.

The schooner being ready for sea, we sailed the beginning of January, 1825; and from the commencement of this voyage — although the cross was heavy, for I had some old, refractory sailors to deal with — I had prayers twice in the week, and worship twice on the Sabbath day. By a judicious and proper treatment towards the sailors, the great difficulty which I had anticipated, to induce them to conform to these rules, very soon vanished; and I am confident, from experience, that, if due regard be observed to the feelings and comforts of seamen (and this may be done without relaxing in the least from a good state of discipline) while on shipboard, they may be brought under religious impressions with greater facility than landsmen. The good effects of the observances of religion were abundantly manifest in some of the seamen during

the voyages I made in this vessel, and particularly so in time of danger and peril, which existed to an alarming degree; for it must be recollected that, at about this period, the ocean swarmed with pirates, who were committing great depredations about Cuba and the Gulf of Mexico.

It so happened that, on one of my voyages from Havana to New Orleans, I had taken nine Spanish passengers, and a young American midshipman, who once belonged to Porter's fleet, and who had been wounded in a boat-skirmish with the pirates. This young gentleman was going to join his friends in New Orleans. He understood the Spanish language, and spoke it fluently, as well as myself. After getting under way from Havana, and stretching over to the Tortugas Bank, the young midshipman, while I was aloft, watching the manœuvres of a vessel then in sight, overheard the Spanish passengers concert a plan to take the schooner that night, throw all the crew overboard, and then run her into Galveston, which at that period was a rendezvous for pirates. They were not aware that the midshipman understood the Spanish language; consequently, their most barbarous intentions were learned from their own lips, and communicated to me by the midshipman, — they supposing, of course, I was ignorant of their diabolical plans, and that we should fall an easy prey, because there were but eight of us altogether, and they calculated that one watch alone would be on deck. I made the crew acquainted with the intentions of the Spaniards; and, although there was no weapon on board except an old sabre, yet I made the following disposition, in case of an attack: four sailors were armed with handspikes, and commanded to walk the deck during the night; the cook, a very stout colored man, was ordered to fill his coppers full of water, and keep it at boiling heat, so that, in the event of a rush of the Spaniards, he was to drench them with the scalding water; the mate was placed at the helm with a rigger's large marlinspike; and I took charge of the whole concern with the old sabre in hand.

In order that the reader may better understand all the manœuvres, I will state as clearly as possible the plan laid by the Spaniards. As is commonly the case with all sharp schooners, ours had a long trunk, in the forward part of which was a hatchway leading into the steerage, where the Spanish passengers slept. One of the hatches was usually adjusted in its place, and the other hatch placed on top of it. The plan concerted by the Spaniards was, to have one of their number sleep on deck, on the starboard side of this hatchway, and another on the larboard side, while a third was to sleep on a hencoop which extended across the whole breadth of the deck abaft the tiller ropes; and the remainder of them were to go below, as usual. The signal for the attack was as follows: the Spaniard who slept on the starboard side was to give three raps with the ringbolts as a signal for those below to rush out and overcome the sailors, and the one who slept on the larboard side, at the same instant, was to kill the officer of the deck, while the third, who slept on the hencoop abaft, was to silence the man at the helm.

With the deepest anxiety, I waited the attack until midnight, when the Spaniard on the larboard side arose and walked forward. At this point, I cautioned the mate to watch the Spaniard abaft, and, if he moved or showed any disposition to an attack, to knock him in the head with his marlinspike. I then placed a man with a handspike by the side of the cook, and ordered them, in case the Spaniards below attempted to rush on deck, to get the other hatch on, if possible, and fasten them down, or, if they found this to be impracticable, then to use the handspikes, and administer the hot water as copiously as they chose; but in no case whatever was this to be done unless they first made the attack. I then went forward where sat the large Spaniard on the forescuttle with his capota thrown around him. At this moment, the preconcerted signal was given by the Spaniard abaft. My antagonist before me rose

and drew his knife, which I immediately struck out of his hand with my sabre. Finding himself disarmed, he begged for mercy. It was the work of a moment to throw him down the forescuttle and bar it upon him. Rushing aft immediately, I found the cook had made good use of his boiling water, for, while the Spaniards attempted to gain the deck, they encountered, to their utter astonishment, the scathing of this terrible and irresistible weapon, causing them to retreat as rapidly as they had advanced. After some further resistance on their part, we succeeded in getting the hatch on, and securing them below. The two remaining Spaniards, who were now on deck, and who were the most prominent actors in this tragical scene, seeing that all their plans were frustrated, like dastardly cowards fell upon their knees and sued for mercy. They were tied hand and foot, and lashed down to the ringbolts on deck. In the morning, at daylight, I made them come up one after another, and lashed them in the same way I had the others. Two of them had been considerably scalded, and I had inflicted a small wound on the wrist of the miscreant who had drawn his knife upon me. After they were all well secured, and lashed to the deck, their trunks and baggage were examined, and the contents consisted of pistols, dirks, knives, and carbines, with all sorts of balls, buck-shot, and a large quantity of gunpowder.

With all these proofs against them, it may be thought singular that I did not make them walk the plank. There was a time perhaps when, in the heat of excitement, such atrocities would have met with summary punishment; fortunately, however, my judgment, influenced by a higher power, triumphed, and their lives were spared in the midst of this wild scene of excitement. In four days we arrived at New Orleans, and after a protest was entered, these pirates were delivered up to the proper authorities; but such was the influence exerted by the Spaniards and French at this period in this place, that very little could be done with these mis-

creants in order to bring them to that condign punishment which they so richly deserved.

Five voyages were made in this schooner between Havana, Matanzas, and Charleston, South Carolina; and it will be unnecessary to enter into all the minutiæ and detail. I would state, however, that, with very few exceptions, the officers and crew remained with me nearly every voyage, and I had the satisfaction to believe that the moral feelings of the seamen were in some degree advanced by the course which was adopted on board of my vessel. After many hair-breadth escapes and dangers, and after having been hard chased by the pirates, I shall conclude this series of voyages by giving a description of a piratical chase off the Double-Headed Shot-Keys, on the last voyage.

Let the reader take passage with me from Charleston, South Carolina, as far as the Salt Key Bank, and then imagine himself to be on board of a sharp schooner, under a heavy press of canvass, with a fair wind, having just cleared the Double-Headed Shot-Keys, and steering away south-west for Matanzas. If he can place himself in the position before stated, he will have a tolerably correct idea of the chase in view.

At meridian, the seaman at the mast-head was ordered to take a good look around the horizon, and then come down to dinner: he reported nothing in sight; but as I never felt perfectly composed in mind, when in the neighborhood of this region at this period, I went aloft myself, and soon discovered a sail about six points on the larboard bow, standing directly for us, and so close that the men could be distinctly seen on her decks, with a spy-glass. By a little manœuvring I soon ascertained that she was any thing but a friend. Our studding-sails being on the larboard side, they were shifted so as to bring her on the starboard tack, and prevent the strange sail from cutting us off, which appeared to be her object. She was a large sloop under a very heavy press of canvass, and had closed in with us so much (not being more than gunshot off) that we could distinctly see her deck

full of men. Up to this time we had stood on our course; but it now became necessary, from the suspicious-looking character of the strange sail, to haul away from her, and try our rates of sailing. Our yards were accordingly trimmed so that every sail would draw. The very moment that we altered our course and hauled off from the sloop, she ran up a large red flag, emblematic of a pirate, and let us have a shot, which fell at a little distance astern of us. Our situation now was critical: if perchance her shot should cut away any one of our spars, of course we should be taken, and no doubt all of us put to death, as many others had been. Resistance would be worse than useless, because there were but eight of us. Still I had a long French six-pounder mounted on a very high carriage, so that it could be elevated above the rail. The pirate now appeared to gain upon us slowly, which seemed to have a powerful effect upon the crew. The schooner was then trimmed with all possible exactness, by running the gun aft, and placing the water-casks amidships. Again all was silent; the one in chase let slip a shot which fell on our starboard beam. The yawing and discharging her bow-chaser had the effect to drop her a little astern. For twenty minutes she was narrowly watched, and it became evident that we were now gaining upon the rascal; exasperated, doubtless, on seeing we were outsailing him, he opened a brisk fire upon us. Fortunately, however, but one single shot took effect, which cut away the quarter-piece. It was now our turn. Being positive that we could outsail him, the stars and stripes were run up to the peak, and we gave him a shot from Mademoiselle Maria, as our gun was christened by one of the sailors. The pirate continued to chase us about one hour and a half, (nor was he sparing of his shot so long as we were within reach,) at the expiration of which we had gained about two miles, and, as the breeze was fresh, the pirate gave up the chase, hauled upon a wind, and stood away for the Double-Headed Shot-Keys, which was a rendezvous for piratical cruisers at this period. We kept on

the same course until the pirate was out of sight from the mast-head, and then hauled in for the Cuba shore, so that, if possible, we might get into the Bay of Matanzas before morning; calculating that the pirate, seeing the course we steered when he fell in with us, would naturally judge that we were bound to Matanzas; consequently, he would endeavor to get close in shore, so as to intercept us the next morning. I was not mistaken in this conjecture. The schooner was run close into the land; and, although the Pan of Matanzas was seen, yet the night was so dark that it was impossible to enter the bay; as soon, therefore, as we had run within musket-shot of the shore, every sail was lowered, in order to elude the vigilance of these miscreants.

Thus we lay until the morning dawn first appeared in the eastern horizon, and then all sail was made, there being a light breeze from the land; but when the morning light chased away the mist of darkness, there lay our antagonist, the pirate, about three quarters of a mile distant, directly on our beam. In a few minutes he was under a cloud of canvass, and, to our great mortification, the land-breeze died away, and the sea-breeze began to set in lightly, with overfalls and cat's-paws. This, of course, brought the pirate to windward, with the advantage of a breeze in his favor, when we were the meanwhile becalmed; occasionally, however, with an overfall, the wind would strike full into our sails, while his were flapping the masts. In this way the wind continued to baffle about for half an hour, after which it set in steady and fresh; but the pirate had gained at least a quarter of a mile upon us. The Bay of Matanzas, however, was now open, and into it we steered under a press of canvass, the pirate following close at our heels, keeping up at the same time a brisk fire; nor were we very slow in returning the like civilities. Immediately after we hauled round the point at the entrance of the bay, one of his shot passed through our mainsail, when Mademoiselle Maria, primming up, returned the compliment by cutting away his bumpkin and rail. The

chase now became severe, and for a short time our safety was exceedingly doubtful; in consequence of which, I ran the schooner within pistol-shot of the beach, being determined to run her on shore rather than risk our lives in the event of capture; but as our shot had thrown them into some confusion, and as we had now reached abreast of the first fort, the pirate, discharging the contents of his large gun loaded with grape and round shot, hauled his wind and stood out of the bay, while we ran in and came to an anchor in the harbor.

It may be remarked that the general supposition was, at this time, that a greater part of the piratical vessels in these seas were fitted out in Matanzas, and this may account for the fact, that no notice was taken by the fort of the pirate which chased us within two hundred yards of it before he hauled his wind; and further, previously to my leaving this port, the very identical piratical sloop came in as a sugar-drogher from Havana, having, at this time, only four men on board.

We lay here about two weeks, and then took in a full freight, and proceeded to New York, where we arrived after a passage of twelve days. The cargo was all discharged, and a liberal offer being made for the schooner, she was sold; and very soon afterwards I found myself again surrounded by my family and friends, with a grateful heart for having been delivered from so many dangers and perils during a year's absence.

From the exposure to the heat, and the great anxiety which had fallen to my lot during the last year, I perceived a sensible diminution in the strength of my vision. It will be recollected that I had navigated those seas which were infested by pirates of the most sanguinary and bloody character, and the heart sickens not only at the recital, but at the reflection, of the numerous atrocious murders committed by Gibbs, and his associates, about this period. Being for a year constantly in the vicinity where those outlaws were carrying on their bloody tragedies, it may be supposed that my mind was

in a constant state of excitement and anxiety. These circumstances, then, connected with the heat of the climate, and the frequent exposure endured with the eyes, sensibly affected the optic nerve, and produced, as before stated, an incipient state of inflammation, and a partial deprivation of sight. It became necessary, therefore, to enter upon a course of medical treatment, which was accordingly submitted to; and happily, so great a benefit was experienced, that I was again in a condition to pursue my vocation on the ocean.

Once more, then, I am in command of one of the most beautiful models of a vessel that ever floated on the ocean — I mean a Baltimore clipper schooner, of one hundred and forty tons' burden, with proportions as scrupulously exact as if turned out of a mould. The workmanship was in all respects as neatly executed as if intended as a beautiful specimen of cabinet excellence; her spars were in perfect symmetry of proportions with the hull, and she sat upon the water like the sea-bird that sleeps at ease on the mountain billow. The destination of this beautiful craft was a hazardous one, because it was in the vicinity of those seas infested by pirates, viz., the Gulf of Mexico. Her intended employment was, mainly, to bring specie from thence to the United States. She was well armed and manned, and, like some aërial being, as report had it, would outstrip the wind.

December 20, 1825. — Being ready for sea, the wings of this beautiful craft were spread to the breeze, and in a few minutes, with noiseless speed, like a swift dolphin, she was skimming over the bosom of the river, bound to Campeachy, Laguna, and Tampico, in the Gulf of Mexico. In twenty-six hours, we had not only discharged our pilot, but we were out of sight of land, scudding away with a brisk north-west gale, and in two days and a half we crossed the Gulf Stream. So great was the transition from the extreme cold weather in the bay, that now we could not bear the weight of our winter clothing.

The crew, sixteen in number, were stout, able seamen, and the officers were young men of some education, and active, fearless seamen. The same rules and regulations in reference to morals and religious observances, and the same judicious treatment, were adopted with this crew, as enforced on my last voyages. I soon perceived that great respect and deference were paid at the usual periods of our devotion, and profane language was banished from use; and, as I have before stated, no spirituous liquors were permitted to be used, but, instead thereof, small stores, such as tea, coffee, sugar, &c., were abundantly supplied. The good effects of this measure were incalculable; no jarring or wrangling, no debilitated frames, or inability to discharge the duties of the vessel, were known among the crew; they were cheerful and obedient, prompt in the execution of every command, ready and willing at all times to defend the officers and vessel at the risk of their lives. In such a crew I had the most unbounded confidence, and could trust them in times of the greatest hazard and peril; and perils did transpire, as will be seen hereafter.

The wind continued fair, and I had not been deceived in the reports of the schooner's sailing; in fact, it seemed like enchantment when, on the morning of the sixth day after leaving Cape Henry, we struck soundings on the Bahama Banks, and passed the Moro light on the seventh night. The speed of her sailing was almost incredible; and, with a fair chance, I did not fear any vessel that floated the ocean.

In ten days we arrived at the small port of Sisal, in the province of Yucatan, the capital of which is Merida, situated about forty miles south-west of the port town. The port of Sisal — if it may be called a port — has no shelter whatever, and is exposed to the whole sweep of the Gulf, and the northers, which blow with great violence. The place has a custom-house, and a large fort, garrisoned with about fifty soldiers. About forty houses, miserably constructed, constitute the town. Their mode of living would indicate an arrear of a century, at

least, in civilization. A long pier, or wharf, strongly constructed, extends out a hundred feet beyond the surf, which rolls in heavily. On this pier is first landed the merchandise, which is afterwards to be transported by the Indians to the custom-house, a distance not less than a quarter of a mile. After discharging a part of the cargo here, we proceeded forthwith to Campeachy, Laguna, and Tampico, at which several places the remaining part was discharged, and specie, indigo, cochineal, and logwood, were taken in for Baltimore, where we arrived, performing the voyage in seven weeks, and loaded immediately again for the same ports.

Six voyages were made in this vessel; and as I have detailed a general account in the first, as regards the different ports, and the nature of the business, I shall content myself with detailing exclusively the more prominent circumstances which transpired during the remaining voyages.

CHAPTER XXXIII.

PIRATICAL CHASE AND NARROW ESCAPE—RELIGIOUS SCENE AT SEA, &C.

As on the former voyages in these seas, so now, the mind was in a continual state of excitement and anxiety with conflicting perplexities; the most prominent of which were the danger of the pirates, the difficult navigation, and the surrounding hazard and peril while lying in port in the Gulf. With all these embarrassments to contend against, it acted upon my physical frame, and upon my sight, detrimentally. On the second voyage, when outward bound, and while crossing the Catouche Bank, running under easy sail at night, to avoid a dangerous shoal, and also being overburdened with anxiety, I remained on deck until midnight. Relieved by the chief mate, I gave him strict orders to keep a good look-out, not only for the shoal, but also for any vessels which might come within sight, and in the event of falling in with any, he was to call me immediately.

The schooner was at this time running under the foresail alone, the other sails being lowered down, but not furled. I threw myself on the locker below, and was soon lost in sleep, from which I was aroused by the mate informing me that there was a sail close on our weather beam. I sprang on deck immediately; but the stranger had already kept away, and was close under our stern, and the first thing with which I was saluted was a musket-shot, which came whizzing about our ears, and passed through the foresail. The stranger rounded to under our lee, and presented one of the most frightful specimens of a piratical craft that I had

ever witnessed. He hailed in broken English, ordered me to heave to, and he would send a boat on board. Perceiving at once that the commander was either no sailor, or that he had mistaken the character of my vessel by running his craft to leeward, I took advantage of his ignorance. My men were stationed, some at the main-halliards, others at the fore-topsail and jib-halliards; and as soon as his boat was swinging in the tackles over the side, they had orders to hoist the sails up with all possible despatch, at the same time the most profound silence was to be observed. I knew this was our only chance, to make the best of our way, and then run the hazard of her fire; for if the pirate's boat was permitted to come on board, all would then be lost. Therefore, I preferred the chance of having some of our spars cut away, or even the loss of some of our lives, than to give up the vessel with the absolute certainty that the whole of us would be sacrificed by these atrocious marauders.

At length the looked-for moment came; the pirate's boat was swung in the tackles over the side, our sails went cheerily aloft, and in a few minutes our beautiful craft was bounding over the smooth sea at the rate of ten knots per-hour. Quickly there was a broad sheet of flame issuing from the pirate's bows, and whistling came the deadly shot, which fell at least a quarter of a mile ahead of us. My lads were all firm and undaunted. It was a moment that called for energy and decision of character. Shot after shot passed over us, but as yet none had done any execution; and as it became necessary to increase our speed, in order to get out of gun-shot if possible, orders were given to get the square-sail aloft, ease off the main-sheet, and run the long nine-pounder aft. These orders were instantly executed; and, with the additional press of canvass, she, like a dolphin when hard chased by the ravenous shark, seemed to jump out of the water; for she was now running off twelve knots, and the pirate, as the shark, sped on in full chase, under a cloud of sail, keeping up the while a brisk fire with single shot; but as the distance be-

tween us was increasing every moment, and the pirate, no doubt, becoming exasperated at our superior sailing, yawed, and gave us his whole broadside, which cut away the lower studding-sail boom, and one shot passed through our square-sail. This was his last success; for by the time he hauled up again in our wake, and fired his next shot, it fell short of the mark. Then we returned his coaxing civilities in compliments of his own heart's choice, by letting him have a shot from our long nine-pounder. It could not be ascertained whether the return-favor did execution, or was pocketed as a gross affront; but, nevertheless, the wild steering which followed was conclusive that the pirate must have been thrown into confusion by some circumstance transpiring at the moment when we fired. In fifteen minutes from this time we were far beyond the reach of his shot, and continued to run under a press of canvass during the remainder of the night. The next morning our unwelcome companion, the pirate, was not to be seen.

This voyage was concluded in safety, notwithstanding there were many circumstances connected with it of an exceedingly perilous character. The unerring hand of Providence was always stretched forth to deliver me, not only from butchery of the pirate, but also from the appalling storms with which we had to contend on the coast of America.

It may be worthy of remark — as has before been hinted at — that the same crew and officers, with the exception of one, remained with me during five successive voyages, notwithstanding so much hazard was connected with them. Indeed, the moral state of feeling which seemed to have taken hold of the seamen was as remarkable as it was gratifying. Fearless in the hour of danger, they were consistent and serious in those hours set apart for devotional exercises; and at the same time, they were under the most perfect state of discipline, as their coolness and intrepidity exhibited, in the many trying circumstances which we were called upon to pass through, and as will be further seen by the following narration.

On the fifth voyage, after having discharged all the outward cargo, and having completed the lading of our return cargo at Campeachy, nothing was wanting but the papers from the consignee, to be in readiness to sail. I shall have to digress, in order to give the reader an idea of the harbor of Campeachy, so that he may the better comprehend the situation of my vessel in the perilous incident which I am about to narrate.

The harbor of Campeachy has but little depth of water, and is not capable of admitting vessels that draw more than six feet; consequently, those of a heavier draught are necessarily obliged to anchor two or three miles from the landing, or city. This was my situation; and, as before stated, being ready for sea with the exception of my papers, I went on shore in the afternoon with the sea breeze, intending to go off with the land breeze, which generally sets in about ten o'clock at night. I had not been many minutes in the counting-house of my consignee, when a stout Spaniard, bearing the appearance of a seaman, entered; and, taking Mr. M. apart, made the following alarming relation, which was immediately communicated to me, viz., that a plan had been matured by eighty Spaniards, to go off that night in two vessels, and capture the schooner, and that these miscreants had made application to him to make one of the party. It being now four o'clock, the safety of my vessel and the lives of the crew depended entirely upon my getting off that night by ten o'clock, because those on board would not be aware of this diabolical plot, and of course would be unprepared to give them a proper reception. The sea breeze still blowing fresh, it was impossible to get off in my own boat with but two hands. There was a boat close by with six hands belonging to a French ship, which lay far out in the offing. I made application to the captain, who was then on shore, to let this boat take me on board of my vessel, which was immediately granted. Taking my men with me, we succeeded in reaching the schooner about nine o'clock that night. The French boat went on board of

her own vessel immediately. So far, then, all was yet well. As soon as I had made known to the officers and crew the sanguinary plot which was about to be enacted, the anchor was lifted, and our position altered by running half a mile out to seaward. The anchor was then let go under foot, and the sails lowered down, but not furled. The two long nine-pounders were loaded nearly up to their muzzles with langrage and grape shot, and all the small arms, such as muskets, pistols, cutlasses, &c., were mustered on deck. Supposing they would attack us simultaneously ahead and astern, one of the long nines was run aft and the other forward, with an equal division of the small arms, as well as the boarding pikes, among the men. These preparations being made, the lights were all extinguished except two matches, which could not be seen, and then all hands were summoned to the quarter deck.

"My lads," said I, "since we have been together in this vessel, we have been called upon to pass through many perilous scenes, and I have never had any reason, so far, to doubt your firmness and courage. You will probably again be called upon to-night to defend this vessel; her safety and our lives depending upon your firmness and good conduct. These cowardly Spaniards suppose they will fall upon us unawares, and thereby we shall become easy victims to their treachery. I hope to prove this night, that American seamen are not only alert, but also fully competent to beat off these dastardly marauders, although they may far exceed us in numbers. I expect they will come upon us head and stern; therefore, we will divide ourselves into equal parties; Mr. W., the chief officer, will take command of the forecastle, and I will look out for the quarter deck. Let there be no confusion or disorder, and not a shot be fired, until orders are given to that effect; after which, you are to load and fire the small arms with all possible rapidity. Should the Spaniards succeed in getting alongside, the boarding pikes and sabres are your best weapons; so use them freely. If the breeze should spring up, we will

slip and get under way. Away, then, to your quarters forward and aft, and let every man, this night, prove himself to be an American seaman."

In a few minutes, the most profound silence prevailed throughout the vessel. It was a clear starlight night, scarcely a cloud was seen, and to seaward the horizon was well defined. In such a night, objects might be distinguished at a long distance. No sound was heard except the reverberation of the roaring surf, or the skipping of a porpoise, which ever and anon disturbed the surface of the waters by a deep splash, or the faint moans, through the rigging, of the expiring sea-breeze.

Eleven o'clock had already passed away; it was an hour of deep suspense and the most intense anxiety. I had swept around the horizon with the night-glass during the last half hour, but no object was visible. Now, reflection, busy with the past, brought in review before me the period when I first embarked to undergo the perils of a sea life. How many dangers and trying difficulties it had been my lot to encounter! how many hair-breadth escapes had I passed unscathed! — amid the storms, the battles, at the cannon's mouth, in earthquakes, in prisons, in pestilence, at times when, at sea, nearly deprived of food and water; and last, though not least, among pirates: and yet, out of all these I had been delivered. This thought overpowered me with a deep sense of gratitude; and although my present situation was perilous in the extreme, yet a voice whispered, all would yet be well.

At midnight, while ranging along the horizon with the glass, I saw two vessels, the one exactly ahead and the other astern; the headmost vessel being at the greatest distance. As it was now perfectly calm, and as the distance was lessening every moment between us, it was apparent they were using their sweeps. I was not mistaken in the opinion entertained as to their manner of attack. The moment of trial was at hand, for the sternmost vessel was within gun-shot, pulling directly in our wake, apparently approaching us with

great caution; the one ahead was at a much greater distance. Orders were now given to run the guns out of the stern and bow ports, elevate them with precision, and let the matches be ready; to see that the small arms and ammunition were all in readiness, so that there should be no confusion; and then all hands were ordered aft, that proper respect might be paid to the gentlemen who came to visit us at so unseasonable an hour of the night. These orders were quickly executed. The pirate was now within two musket-shot.

"Are you all ready?"

"Ay, ay, sir!" was the reply.

I buckled on my cartridge-box, thrust my pistols into the belt, and grasped a long sabre. I saw the pirate was now pulling rapidly towards us, being, at this moment, but a musket-shot off.

"Is the gun elevated, and are you ready?" The affirmative was given. "Fire!" At the same moment we received their fire of musketry, which was returned in rapid succession by our men. The pirate was now close under the quarter; but the screams of the wounded, and the groans of the dying, from our galling fire, gave him a severe check. He hesitated — not a moment was now to be lost. We followed up this advantage by pouring volley after volley, in a most galling fire, with musketry and pistols. He was thrown into confusion, and backed off with his oars. When about three lengths of the schooner from us, the pirate pulled the head of his vessel round, and gave way with all possible despatch towards the shore, so as to get out of the reach of our guns.

It was now high time to look after the unwelcome visitor ahead. There he lay, about half gun-shot off, apparently upon his oars—waiting, no doubt, to ascertain the result of his comrade's reception, not caring to be in the vicinity of such hot work as had been going on for the last fifteen or twenty minutes. A shot from our bow gun, however, disturbed his repose; and, as he doubtless thought that the better part of valor was dis-

[illegible] to combine with [illegible] affair. [illegible] musket-balls [illegible] No doubt [illegible] the fact, that [illegible] surprise: but being [illegible] were [illegible] when they [illegible] Thus ended [illegible] had succeeded [illegible] The next morning I [illegible] saw the craft [illegible] the previous night. She was completely riddled with our shot; but I could not ascertain the loss of killed and wounded: it must have been considerable, from the number of men on board.

My papers being all ready, I immediately repaired on board, got under way, and bade adieu to this nest of piratical marauders. The voyage was safely concluded, and we embarked once more, when I sincerely desired that it would be the last time that we should make our acquaintance with the pirates: and especially as all these combined circumstances had acted so powerfully upon my physical frame, that the organs of vision had become greatly impaired, — consequently, I needed some respite, and active treatment.

Numerous, however, as had been the dangers and privations connected with these voyages, yet there were also very many circumstances which had left on my mind the most pleasing and gratifying reflections; among the more prominent were, that moral and religious impressions had been made on the minds of the crew, giving the most satisfactory evidence that, by judicious treatment, little difficulty will be experienced to convince seamen of their moral obligations. Another source of pleasing reflection was, the order and decorum with which the Sabbath days were spent at sea; and, as it may not be uninteresting to the reader to see how

easily a sailor may be trained to attend to the forms of religion, at sea, permit me to give you a description of a Sabbath day's devotions, in the latitude of 28° north, and 73° west longitude.

The morning dawn broke forth from the eastern horizon; and, as the rising sun advanced, the stronger light scattered the mists of darkness; and when the glorious orb presented its upper limb, the clouds dispersed, exhibiting to the eye an unbroken contact of sky and ocean. It was a sight that would have ravished the astonishing powers of Raphael's pencil. Briskly blew the north-east trade wind, and lightly flew our beautiful craft over the bosom of the smooth blue ocean. The scene before me, in connection with the wind and the weather, and the rapid, though almost noiseless movement of our craft, all conspired to induce happy, yet solemn and devotional feelings. Over the whole expanse of the wide waste of waters, nothing was to be seen except, now and then, a porpoise jumping and plunging into the deep abyss; or the affrighted flying-fish, disturbed by the breaking of the water at the bows, appearing to be more like the inhabitants of the air than belonging to the finny tribe; or the Mother Carey's chicken, with buoyant wing and twittering voice, seeming, with its elastic tread upon the fluid surface, as much at ease as if it stood upon a solid base, gathering what, perchance, might fall from the vessel, to satisfy its cravings.

Seven bells were struck — the hour for rousing the watch below to breakfast. The decks had been scrubbed and washed the night previously, and were so clean and white, that you might have spread the bleached damask cloth on them for a morning's repast, without danger of its being soiled. The breakfast now being past, the awning was spread over the whole length of the quarter deck, as a screen from the scorching rays of the sun. At 10 o'clock precisely, the crew were all summoned to the quarter deck; there you might have seen ten stout, able seamen, with faces that had been

bronzed with the sun's rays, with hard features and brawny limbs. Solemn and serious, they sat on benches placed on the weather side. They were all neatly and cleanly dressed, in a blue jacket, with white duck trousers, check shirt, with the black silk handkerchief tied before with the peculiar sailor's knot, and the ends flowing loosely down in front. The exercises commenced by reading and singing a hymn, in which the greater part of the seamen joined. A short prayer was then offered up, to which some of them responded, especially the first officer, who appeared to be deeply affected; after which, a chapter in the Bible was read and adverted to, by calling the attention of the seamen to its teachings, and then briefly pointing out their obligations to Almighty God, for his protection amid all their exposures. I showed them the necessity, on the principles of gratitude as well as for their own safety and happiness, to repent of their sins, give to God the sacrifice of their hearts and lives, in order that they might be prepared to obey cheerfully the time to depart; that the coral pillow and seaweed winding-sheet might have no terrors for them. These simple, though sincere, exercises had a most powerful effect upon the minds of the seamen, and were always concluded with singing and prayer.

A few days were now spent with comparative ease of mind, but the wind soon wafted us on to the vicinity of those scenes of excitement which had so powerfully wrought on my mind in the preceding voyages; nor was it long before it was roused to the highest pitch of action. A few days previously, we had spoken a vessel which had been chased by the pirate Gibbs, and which informed us, that she would have been captured but for the circumstance of falling in with a man-of-war brig, while the pirate was in chase. A minute description of the pirate was also given to us by this vessel. After we had passed the Double-Headed Shot-Keys, at daylight in the morning, a vessel answering exactly to the description of the pirate was seen, about two miles

astern. For a short time she gained upon us rapidly, insomuch that we distinctly made her out to be a vessel of war, and in chase of us.

Thus far, we neither had the square-sail nor studding-sail on the schooner. It was, however, now high time to try our rates of speed, for no doubt remained but that the stranger in chase was the pirate Gibbs; accordingly, our craft was dressed with all the canvass that could be set, and hauled up so that every sail would draw on the starboard tack. The pirate was no laggard. Hour after hour passed, and no perceptible difference was discovered in the sailing of the two vessels. She was nearly within gun-shot, and it became absolutely necessary, for our safety, that the pirate should be kept at that distance, so that he might not cripple us by cutting away any of our spars. Sometimes he appeared to overhaul us, and then again it was evident we had gained upon him. It was a fair trial of speed, and the most equal chase that I had ever witnessed, apart from the design of the one and the wishes of the other. When the breeze would freshen astern, he ranged up within gun-shot; but evidently supposing that he would at length overhaul us, he did not fire his bow-chaser, knowing that it would have given us the advantage.

At meridian, it could not be ascertained that either vessel had the advantage in sailing; but the wind now began to slacken its force; and as, in a light breeze, nothing that was ever built could, probably, sail faster than this beautiful craft, it became evident that she was stealing away from the pirate. Exasperated, no doubt, at the prospect of losing his prey, he opened a brisk cannonade upon us; but it was in vain; for every shot fell short of the schooner, and every discharge from his guns slackened his speed, and gave us a corresponding advantage. At sunset, we had gained about one mile, and when the night set in, he was still in chase. As we had been steering our course during the whole day, I did not think it proper to change it at night, and continued to run under a heavy press of sail.

At midnight the breeze freshened, and obliged us to take in studding-sails.

At daylight in the morning, the pirate was again about a gun-shot and a half astern, under a cloud of canvass. Our studding-sails were again set, but not without the expectation of losing the booms, sails, &c., as the wind blew strong, and our craft was bounding over the sea at the rate of twelve knots. It was a hard, although a most splendid chase; and I know not how it would have terminated, if we had not, at ten o'clock, fallen in with the American man-of-war schooner Shark, which, when discovered by the pirate, caused him to take in sail and haul upon a wind. The last we saw of him was in full flight from the man-of-war, although he appeared to outsail the Shark with ease.

We arrived at our port of destination without further molestation, and discharged our cargo at two ports, then took on board twelve thousand dollars in specie, and proceeded to Sisal, where we took in a cargo of bagging, and grass hemp, for Havana, and in three days arrived at the latter port, discharged the cargo, and, having a large offer for the schooner, she was sold, according to orders, and I took passage for Baltimore, where I arrived safely, July 20th, 1826.

It now became absolutely necessary that active medical treatment should be instituted for the relief of my vision, as the sight had become so much injured that great fears were entertained of its entire loss; yet I was unconvinced, and would not submit to active treatment, vainly supposing that the vision would get stronger when I went to sea. Every remonstrance was used by my friends to deter me from embarking again on the ocean, before I had submitted to the means recommended to restore my sight. But I was young; and, my responsibilities accumulating every day, it was necessary that I should be employed, to sustain the relations which devolved upon me. I was, therefore, deaf to the entreaties of my friends, and madly engaged to perform another voyage to the Brazils, in the command of a new and

beautiful clipper brig of two hundred and fifty tons' burden. Alas! how short-sighted is man! From the stubbornness of this proceeding, years of suffering and sorrow have marked my path in life.

Sept. 13. — The brig was loaded, and ready for sea, bound on a running voyage to Rio de Janeiro. We sailed; and, after a short run, reached the Capes, discharged the pilot, and went to sea, with a strong gale from the south-west, with cloudy weather. For five days the wind blew strong and fair, and no opportunity had offered to get a meridian observation. On the sixth day, however, the weather became clear, the sun shone brilliantly, and its rays sent forth an unusual degree of heat. Although I had perceived that my vision had become more and more obscure, nevertheless, as this was the first opportunity, since leaving the Capes, to get the sun's altitude, and being very anxious to determine the latitude, the quadrant was adjusted, and the dark screen-glass put down, so as to prevent the glare of the sun from striking upon the eye. When the sun was brought down midway from its height to the horizon, the sight of the right eye was instantaneously discovered to be gone. My feelings can be better imagined than described. We were now about one thousand miles from the Capes, and the success of the voyage depended entirely on its despatch. To return would ruin the voyage; and to proceed on for so long a time, without medical treatment, might cause the entire loss of sight. In this sad dilemma, however, I resolved to prosecute the voyage, especially as there was an ample medicine-chest on board. I immediately commenced an active self-treatment. Sad and sorrowful were the hours during the remainder of this passage. All efforts that were made to restore the right eye proved fruitless; and the keenest anguish was experienced when the horrible truth flashed over my mind, that the remainder of my days would be spent in darkness, from the fact, which could not now be concealed, that the sight of the left eye was diminishing every day — insomuch that, when

we ran into the harbor of Rio de Janeiro. I could scarcely discern the high land, forming a sugar-loaf, which may be seen at the distance of twenty miles with eyes of ordinary capacity.

I was, of course, now necessarily obliged to give the command of the brig to the first officer; and, taking rooms on shore, with the advice of my consignee, procured the ablest physicians in the place. Thirty days I submitted to a most active treatment, but without the least perceptible effect. I then consulted with the surgeon of the United States' frigate Macedonian, which was then on that station; and as my vessel was now ready for sea, on her homeward voyage, I procured from this gentleman the proper medicines, and written instructions how to proceed, with a course of self-treatment, on the passage home. But, unfortunately, when about ten days out, I was violently attacked with a nervous fever, which lasted nearly all the passage.

We arrived, after a very extraordinary passage of thirty-three days, in the latter part of December; and, on account of the ice, and severity of the weather, I was obliged to disembark at Annapolis, and proceed to Baltimore in the stage. The consequence was a severe cold, and a relapse of the nervous fever; and, although I was now once more surrounded by my family, — the nearest and dearest objects of my affection, — yet I presented to their sorrowful gaze the afflicting and melancholy spectacle of a blind man. Scarcely had thirty winters now elapsed, ere the desolating hand of disease fastened on this hapless frame. The countenance, from which beamed the glow of animation, and on which you might have read the index of health, now became pale and ghastly; and the eye, from which flashed the vivid fire of acuteness and perception, now was dim; and, lastly, to fill up the catalogue of woes, the eye became void of perception and sightless, and the form, too, once robust and vigorous, now presented an enfeebled and emaciated frame.

O, could you have seen the deep affliction of the

heart, and have read the painful exercises of a mind immersed in sorrow, contemplating the cheerless prospect of the future, compelled to pursue a path of darkness and dreariness, and excluded from all the beauties which nature's variety present, — could you have beheld that trembling form, not crushed by the pressure of age, but reduced by corroding care and wasting disease, — nature's sensibilities would have aroused all its sympathies, and the falling tear might have dropped unreproved. Now follows the sad condition of deep dependence, and the appalling connecting circumstances, to be dreaded by every sensitive mind, — such as unmeaning sympathy, mortifications of wounded sensibilities, inability to discharge social and relative responsibilities, pinchings of poverty, and many other shocks of chilling import, peculiar to that condition. This combination of woes gave a settled appearance of dejection and sadness; while on every lineament of the countenance were visibly depicted the deep furrows of adversity. Nature, after repeated struggles during a lapse of fifteen years, gradually yielded; and sorrow, being refined and sublimated by the powerful aid of religion, patiently submitted to its lot; and now, when a smile lights up the care-worn brow, you may there read the workings of a grateful heart, and the persuasion of a contemplative mind, that firmly believes that all is for the best, and that "there is nothing true but heaven."

CHAPTER XXXIV.

REFLECTIONS ON THE CHARACTER AND CONDITION OF SEAMEN.

Not many years have elapsed since sailors were considered a class of isolated beings, scarcely worthy to be ranked among the lowest and most degraded of human kind; — when it might truly have been said, that "no man cared" either for their souls or their bodies; and, even up to this hour, there are very many in our community that look upon poor Jack as a kind of wild animal, dangerous to society, and who ought not to be suffered to roam at large.

Although the moral sense of the Christian public has been aroused to engage in the benevolent enterprise of meliorating the temporal and spiritual condition of seamen, yet, when this philanthropic object is presented for the consideration of our countrymen, a vast majority treat it as a scheme perfectly chimerical, and they will neither lend their influence, nor means, to accelerate this praiseworthy object. Such do not consider the relative importance of seamen, either for the advancement of commercial pursuits, or for the protection of our country's rights, or for the maintenance of our national honor. They do not consider that seamen are the great links of the chain which unites nation to nation, ocean to ocean, continent to continent, and island to island; and it is a matter of astonishment, when such people are reminded that seamen are the instrumentalities who fill our nation's treasury, enrich the coffers of the merchant, build the stately warehouses which overflow with the fabrics of every clime, erect the magnificent and splendid mansions which beautify and adorn our seaports, and

construct the most beautiful specimens of naval architecture that float over the ocean. It is seamen that give employment to the shipwright, the ship-joiner, sail-maker, blacksmith, blockmaker, &c. In a word, it is seamen who must fulfil Scripture prophecy, by carrying the glad tidings of salvation, and planting the standard of the cross in the dark regions of idolatry and superstition. Yes; it is by their indefatigable exertions, that the light of the glorious gospel is to shine upon the benighted hearts of the heathen, until this moral darkness shall have been every where dissipated by the rising beams of the Sun of Righteousness.

It must not be understood that it is meant that sailors are, naturally, better than landsmen; yet an experience of twenty years with their traits has given me an intimate knowledge of their character; and, although I am compelled to say that there are some among them who disgrace human nature, yet, in general, they are brave, generous, manly, and unsuspecting. The sailor's insight of human nature is limited, and drawn altogether from the objects constantly before him; he is apt to think all mankind candid, open, honest, and void of trickery, because he himself is so. Jack is unpractised in the arts of acquiring, or preserving, property, or improving his condition in life. He attaches no other value to money than as a means of procuring him present enjoyment. No class of men obtain their little money with more hardship and difficulty. This, one would think, would lead them to estimate it at its proper value. But such is not the case. They scatter it with profuseness, as if they were ardently desirous of getting rid of an encumbrance; and, consequently, it does not trouble them long.

The generosity of a sailor is proverbial. Although he acquires his dollars amid toils and dangers from which a landsman would shrink with affright, he can feel deeply for the wants of others, and has a hand ever ready to assist the distressed. He will share the last copper with the wretch who is in need of pecuniary

assistance, and will combat manfully in behalf of the victim of oppression. It is certainly true, that the general conduct of sailors, when on shore, compels us oftentimes to turn away from them in disgust; and one would naturally suppose that, after a long absence, the weather-worn voyager would take care of the small pittance which he had so dearly earned, or, at least, expend it in providing himself with some appendages to assist him in gaining useful information, or in the enjoyment of some rational amusement, which might, at the same time, relax his mind and furnish him with instruction that would prove useful to him in after life. But such, however, is not the case; for they often seek to indulge their sensual appetites, at the expense of all that is moral and intellectual. The thoughtlessness of these sons of the ocean is not, however, to be wondered at, when we look at their privations, and the peculiar habits of a sea life which, in port, they are compelled to lead. For example, see that gallant ship just about to cast off her moorings, bound for the East Indies; go on board, and you may, perhaps, see about a dozen seamen; then range your eye fore-and-aft the decks, which may be one hundred and thirty feet long, and thirty feet broad; this, then, is the whole length and breadth of Jack's world — his only associations for one year, at least. Did I say one hundred and thirty feet? — No, you must take off thirty or forty feet for the quarter deck; for, in all well-regulated vessels, a hand before the mast is not allowed to set foot on the quarter deck, except to take his turn at the helm, repair the sails, or to perform some act of duty about the mizzen-mast, &c. Thus, then, about ninety feet is the extent of his out-door rambles. Now, let us take a look into the forecastle, a spacious apartment of about twelve feet in length, and about the same in width, when deducting the breadth of two berths, — the whole tapering off to nothing, forward. Here, then, is his dining and dressing room, bedchamber and parlor. And now let us examine the furniture. The chests, which are closely stowed, present a surface

nearly as level as the deck, and perform the office of a table; then, there are kids, tin pots, iron spoons, and, perhaps, two horn tumblers, which answer the double purpose of first measuring out to each his allowance of grog, and then taking the place of the vinegar cruet. Now, cast your eye towards the bowsprit-bits, and you will see, — not a magnificent chandelier, — but an old tin lamp with a long spout, filled with slush, serving the purpose of oil, and an old rag, slack-twisted, for wick. This splendid piece of decoration serves to illuminate the obscure forecastle. Let us now examine the bunks where Jack sleeps. The bed, gentle reader, is not composed of down; but lo! a mattress made of cat-tails, the bulk of which, rolled up, might be stowed in a large bandbox, first strikes the eye; and then, instead of the snow-white sheets, there is a blanket, which has been Jack's companion for many a long voyage, and for which he has so great an affection, that, in order to preserve the precious relic, it has been heavily quilted throughout with yarn; and it now answers the twofold purpose, with the help of his pea-jacket, of blanket and quilt; and his canvass bag, well stowed with dunnage within, and well coated with tar without, is the pillow, to complete the whole trappings of a forecastle bedding.

Let us now imagine this ship and her crew sailing o'er the blue ocean on a Sabbath day, after eight bells in the forenoon watch, — this being the dinner hour, — and then I will introduce the reader to a sumptuous repast in the forecastle. Conceive, then, about a dozen sailors seated on the chests, forming a kind of ring, in the centre of which is, first, a kid containing a huge piece of salt beef, boiled in salt water — the outside of the meat grinning most horribly in crystallized salt. Another kid contains a pudding, or duff, weighing from ten to fifteen pounds, more or less, compressed greatly by the operation of boiling; there is still another, containing biscuit, which, with a tin pot of molasses, and the vinegar cruet, alias the horn tumbler, finishes this endless variety.

And now for the conversation around the festive board.

"Avast there, Tom," says an old salt, while the former is cutting off the best and fattest part of the beef: "cut fair, and no gouging — just parbuckle that pretty little morsel of bull-meat over this way."

"Hallo," says another, "what have we got here?" eyeing the beef sarcastically: "why, this is a fine stock of provisions for a soldier's knapsack; he could march a whole campaign without danger of greasing it, or his pipe-clays." So saying, he cuts off a junk to his liking, which is readily subdivided into morsels about the dimensions of a common-sized egg; and then, to neutralize the salt, it is thrust into the vinegar cruet, with a dust of pepper, and the savory titbit is swallowed with peculiar relish.

The first course being over, the dessert is brought forward, at which they all brighten up with an inward chuckle, apparently delighted with this weekly extra allowance; then an old roaster, and a hard-visaged chap, who sits opposite, bawls out, "Handle yourself this way, with your long shears, and cut me up the duff." The pudding is then first slabbed off into blocks, then divided into slices, to be again subdivided into pieces, when the contents of the tin pot of molasses is poured into the kid, and a hasty stir-about completes the preparation. Now, then, with their iron spoons, they fall to with a will, while piece after piece rapidly vanishes, till the whole mass disappears; when, if a full stowage of hardware fail to bring a conviction, to the participants, of the moral of the truth, "Enough is as good as a feast," — alas! the empty kid too plainly admonishes them of the truth of the moral, "There is an end to all things." This done, some one sings out, "Clear away the wreck!" a very unnecessary call, for there is nothing left but the empty dishes to clear away; the beef, pudding, molasses, pepper, vinegar, and grog, having all been stowed away, to satisfy the enormous appetites of the sailors.

The above is a pretty fair sample of their meals, with the exception that they are generally allowed beans,

peas, rice, and sometimes potatoes, as a change. Salt pork is also given instead of beef. With this kind of living, it not unfrequently happens, that they are obliged to work all day, and then are called up perhaps two or three times in their watch below at night. They are not only frequently exposed to storms and tempests, wet and dry, sudden transitions of heat and cold, but it sometimes happens that, from stress of weather, calms, or otherwise, they suffer incredibly for want of provisions and water. Add to all this, it is often the case that a sailor does not receive a kind or pleasant word from his officers during a voyage; and, although there are many honorable exceptions in commanders of vessels, yet I am compelled to acknowledge that there are many who look upon a common hand as nearly allied to a brute, and, consequently, treat him as such. At best, a sailor's life is full of hardship and peril; and if to these are added hard living, hard usage, and hard words, it may be imagined that his life at sea is not very desirable.

No wonder, then, when a ship arrives in port, and a land-shark comes on board under false colors, with smooth words and sunshine in his countenance, — especially if he has a bottle of rum to treat poor Jack with, — no wonder, I say, that he becomes an easy dupe to this designing knave. Presently, you will see the land-pirate have, perhaps, a whole crew in tow, and they are quickly stowed away in a fire-ship, — or, to speak more plainly, a grog-shop, — which comprises a part, at least, of a sailors' boarding-house. Here, then, he is constantly plied with liquor, and kept half stupid; in which situation he is sometimes permitted to sally forth into the streets, where he is generally scoffed at and despised; — by reason of which, he plunges deeper into the vortex of misery and wretchedness.

Now, it must be acknowledged that there are many men, who are an honor to their species, endeavoring to exert their influence and means to extricate sailors from this sad condition; yet there are many others,

when it is proposed to rescue seafaring men from the grasp of designing men, and advance their moral and religious condition, so that they may sustain a rank in society to which their value and importance justly entitles them, — I say, when this is proposed, the answer is, "Why do sailors permit themselves to be so duped and carried away?" The reasons have been given. But it may be asked, who goes on board of a vessel, when she first arrives, and takes the poor sailor by the hand? and, when on shore, who is it that will introduce him into society, and give him a place at the social board, or around the domestic fireside? Who is it, I ask, that will whisper kind words into his ear, and, with wholesome admonition and advice, tell him about the value of his soul, or go in company with him to the house of God? When it is proposed to make special efforts to erect temperance houses, and mariners' churches, for the benefit of seamen, the objections generally are, that there are already houses of sufficient respectability for their reception, and, as to places of worship, why, they abound in all our cities — consequently, sailors have the same opportunity to make use of the means of reformation as landsmen have. Now, this is very bad reasoning. Suppose, for example, that a sailor could get from under the clutches of his landlord long enough to keep sober twenty-four hours; let him then have a "go ashore wash," as he would call it, and dress him in a complete sailor's rig — say blue jacket, white trousers, black silk handkerchief tied with a sailor's knot, — the other parts of his dress to correspond, — except that his head is decorated with the indispensable tarpaulin; thus rigged out, let him enter one of our large and fashionable churches; — and how many pew doors, do you suppose, would be thrown open for his reception? It is highly probable that many of the ladies, fancying the air perfumed with tar, or oakum, would faint at the sight of this outlandish creature; and no doubt the sexton, in this most deplorable dilemma, would, if the audacious intrusion had not too far ruffled his temper, in a delicate and agreeable manner show him the way to the door.

The facts are simply these: a sailor is so accustomed to the severity of discipline on shipboard, that he would as soon take up his residence in the cabin — in the land of plates, knives, forks, &c., as they term a gentleman's parlor — as frequent a place of religious worship, where all are so different in dress to him; for he conceives immediately that he is out of his element. If, then, religious truth is ever brought to bear upon his character, the impression must first be made, that he has a timber-head in the church, to use his own phrase with a sailor's chaplain; and it is further necessary that he should be surrounded with those who, like himself, are rigged out in the costume of the sailor. In this way, and in no other, will you gain his confidence. And if once the blessed truths of Christianity make a lodgment in his heart, there is no class of men that are more devoted, or that live more consistent lives than do seamen.

It is not a difficult matter to affect the heart of a sailor; only keep him sober, and bring him within the range of religious influence, and persuade him, at the same time, by the interest you feel in his behalf, that you are his friend, his reformation is almost a certainty. I boldly assert that which experience has confirmed during a series of voyages, as has been noticed in the preceding narrative, that my uniform practice was to have religious worship on board; and I can safely affirm that a judicious course of treatment, and the influence of these observances, not only made a deep and lasting impression on the minds of many sailors, but also enabled me to gain their confidence and support in many a trying hour. Indeed, during a course of many years' experience with them, I never knew a sailor who was an infidel; and I do not think any man of reflection, following a sea life, can be one, surrounded as he is at all times with the immense displays of the power and wisdom of God. Looking upward, they behold the blue heavens; looking around, they see the vast, unfathomable abyss, without limit, except that their

contracted vision makes sky and ocean meet. In the hurricane and storm, he views his wondrous power: and when he also beholds the enormous growth and the vast variety of the finny tribe; and when too, above all, he recollects his own exposures on the inconstant element, and how he has been preserved amid its various perils and dangers; when, I say, he reflects upon all these things, (and I believe every sailor does so, more or less,) he is constrained to acknowledge that there is an overruling Providence, a Being who supports and upholds all things by his wisdom and power. If, then, a proper estimate is made of the value and importance of seamen to our communities; if our obligations to them are rightly considered; and if our responsibility to God in their behalf is manifest, we are bound to put forth the most strenuous efforts to alleviate their temporal and spiritual condition. If we do not do all this, and more, there will be a fearful account to give in the day of final retribution.

Experiments are now being carried on, and have proved successful beyond the expectations of the most sanguine. Seamen's homes, and mariners' churches, have been opened in almost every seaport in the United States, as well as in foreign ports; and although much has been done, yet much more remains to be done, which requires the united coöperation of all. In this great work, a vast amount of responsibility rests upon the commanders of vessels, because it is well known that they can exert an influence, over the minds of sailors, which is quite beyond the power of any other class to effect. It seems, then, that it is absolutely necessary that a commander should be under the power and influence of gospel truths, that he may regulate his own life accordingly, and observe a judicious and proper treatment to sailors, as well as to recommend, by precept and example, that divine principle which he professes to enjoy. If this were generally the case, how much more would the privations and hardships of a sea life be lessened! Let men be brought to feel their responsi-

bility to God and to each other, and there certainly would not be a want of obedience on shipboard from inferiors to superiors; and on the other hand, officers would be just, and consider that the soul of the sailor is as precious in the sight of God, and cost as much to redeem, as that of any other man. It is certain, if this divine principle were enjoyed by seamen in general, then every vessel would become a Bethel, and every sailor's heart a temple for the Holy Spirit to dwell in. But sailors themselves, being the most interested, are called upon to be co-workers in that which is to elevate their condition in society, by reforming their habits and lives, and endeavoring to practise those moral and religious truths which are not only calculated to smooth the sorrows of life, and make men happy, but, after all, give a proper estimate to character.

Sailors, during the progress of their calling, are occasionally in the habit of visiting every portion of the habitable globe. Their business frequently leads them among the less informed, the uncivilized, portions of mankind. And it is here that the examples taught by the white men, who mingle with the natives, may have a mighty influence on their conduct. The white man is soon known to possess a mind of a higher order than the savage, and is by him looked up to as a superior being. If the moral feelings of the white man correspond with his intellectual power, the influence which he may thus exercise will be unbounded. But if the savage finds that the white man seeks to deceive him, is dishonest, cunning, licentious, and intemperate, he can no longer respect him, although it is possible he may fear his power.

The ignorant, untutored savage can discriminate between good and evil; and although he, perhaps, has never cultivated the moral sentiments, he will despise, from the bottom of his heart, the pale-faced stranger who allows the animal passions to predominate over the nobler faculties of the mind. If you take away virtue, you will deprive intellect of half its force. It is therefore evident, that sailors who visit those countries

should be men correct in their moral conduct, and thus be able to set before the savage a copy for his imitation, not a picture for his abhorrence. It will thus be seen that the bearing of the sailor, when abroad, is always of the greatest importance, and should every where be characterized by frankness, benevolence, decorum, and virtue. This conduct is particularly necessary when holding communication with the savage.

The sailor might pave the way for the missionary or the philanthropist, who would be able to instruct them still further in their religious and moral duties. But if, on the contrary, sailors should exhibit a character, to them, marked with vice and sensuality, the savage would soon see enough of the white man, and be more disposed to drive him from his territories, or take his life, than to receive from his lips the lessons of advice or the precepts of morality. It is evident that, before a person can be successful in instructing others, whether children or adults, he must be respected; and he cannot be respected, either by the white man or the savage, unless he strictly fulfils his moral duties. An American sailor, when abroad, should recollect that he is a representative of his countrymen, and that it is in his power to convey to those among whom he mingles a favorable impression of the general conduct, manners, and morals, of his countrymen, or to excite their prejudice against the name of an American, by a bearing unjustifiably incorrect or immoral. And this consideration alone, if he have a proper love for his country, and a due regard for the character of an American, will be sufficient to induce him to be circumspect in his actions, and desirous of gaining a good name among foreigners, whether civilized or barbarous, whether Christians or pagans. But there are better and nobler motives to influence the conduct of the seaman, when acting in some sort as the representative of his countrymen in a distant land, — a just sense of moral duty; a wish to act correctly wherever he may be placed, or in whatever circumstances; a regard to his own character, and happiness, and wel-

fare in a future state. But, in order that seamen may the more effectually exert a moral influence among those with whom they have intercourse, it is absolutely necessary that they should become temperate men. After all, the great prolific cause of all their miseries and wretchedness, as well as of the peculiar characteristics of their anomalous character, is the almost universal prevalence among them of practical intemperance. This vice will ever keep them from mingling with society; it destroys confidence and respect, and is disgusting to all good men; because the habitual inebriate places himself on a level with the brute; and further, the sailor, when he is half drunk, not only becomes the dupe of every designing knave, but also is in a fit condition to plunge himself into the lowest scenes of sensuality. It is the vice of intemperance that destroys the constitution, and brings on premature disease and death. Look around; how rarely does it occur that you see an old sailor! Where are they? and what becomes of them? Why, they either go to Davy Jones's locker — that is, they fall overboard and are drowned—or they are shipwrecked or foundered. But the greater part, by the inordinate use of rum, prematurely induce disease, and then poor Jack is taken to the hospital with a broken-down constitution, and very shortly slips his wind.

It is morally impossible, also, that the word of God can take effect upon the heart of that man whose senses are benumbed with liquor; so far from it, that, just in proportion as ardent spirits are taken into the stomach, just in the same ratio will the divine influence of the Spirit of God be shut out from the heart of such a man. And I hold it to be next to impossible that religious impressions can take effect; or, if they do, they will only be casual,—consequently, no permanent benefit will be the result. Let me say, then, to seamen, that temperance is not only a virtue in itself, but it makes men virtuous, and paves the way for all that is good and great; it brings with it reflection and consideration, which are the primary steps to the possession of morals and religion.

There is another class of persons who are deeply interested in the reformation of seamen; these are the merchants and ship-owners. It is surprising, however, to behold the apathy and indifference manifested by many of those gentlemen; and it is a melancholy fact, that there are ship-owners who give command of their vessels to profane, overbearing, tyrannical men, in preference to those of high moral worth, vainly supposing that such persons are not only the best seamen, and alone competent to command, but also that their interest by such will be better served. Long experience on the ocean has convinced me that, in the general, the very reverse is the truth; for it requires something more than the mere handling of a marlinspike, handing, reefing, steering, &c., to constitute a good seaman. If to these qualities a sound judgment is not connected, then the most prominent feature is wanting to make a complete and thorough seaman; and, in the general run, at least eight times out of ten, an overbearing, tyrannical commander will make a bad crew; and he who cannot govern himself is unfit to govern others. Besides, the principal part of the difficulties and troubles on shipboard, at sea, is owing, ultimately, if not immediately, to the peculiar character of the crew; and thus is the interest of voyages not only greatly injured, but, also, it sometimes happens that mutiny, with its horrid consequences, is the result.

But it is certain that, if the interests of the merchant are advanced by having, as commanders of their vessels, men of moral feelings and just conceptions of responsibility, it is also certain, that the sailor's character ought to correspond with the officer's; for what guaranty can a merchant have for his property at sea, while under the care and management of a crew that neither fear God nor regard man, and, consequently, have no proper notions of moral obligation. To be sure, it must be confessed that many safe and expeditious voyages have been made with such crews; but then, this is no argument why the moral condition of seamen should not be

elevated. In fact, there is an imperious obligation devolving on the merchants, in reference to seamen; it is a debt of gratitude due by them; the reasons for which have been stated in the preceding pages. In what better way, then, I ask, can this claim be liquidated, than for the merchant to lend his influence and means in elevating the sailor to that rank in society which his worth and importance demand?

But there is yet a higher and nobler motive which should induce merchants to rescue seamen from the low and grovelling condition which, unfortunately, too many of them now sustain; that is, by exercising that universal love and good-will, which is not prompted by sordid or mercenary motives. It is a species of that love which induced the blessed Redeemer to give his life a ransom for all. Now, if the heart is actuated by a principle like this, there will not be wanting the most strenuous efforts on the part of merchants to snatch weather-beaten sailors, as brands, from the eternal burning, especially when it is seen what vast numbers are annually swept off by shipwreck and other casualties at sea, and ushered into eternity at a moment's warning, without preparation to appear at the bar of God. It may be asked, How is this to be effected, and how are sailors to be reached? I answer, Let the merchant entirely discountenance those places where sailors generally take up their residence when on shore, which are usually denominated sailor boarding-houses; the better appellation, however, would be grog-shops, or haunts of dissipation. In such places as these, the unsuspecting sailor is amply plied with the intoxicating bowl, which not only drowns his sensibilities, and keeps him upon a level with the brute, but here, also, his hard earnings are filched, and then, when no more can be drained from him by mock caress or venal device, he is shipped on board of some vessel in a state of stupefaction, or, what is worse, with the delirium tremens.

The keepers of such places should be discountenanced by all good men; and that which perhaps will more

effectually bring about the object intended is, let not the merchants employ shipping-masters who keep such houses, or that ship any sailors from those places. There may be some difficulty, perhaps, at first, in effecting this, but it will soon vanish away, provided the ship-owners will give their entire countenance and support to men of worth and standing, who keep temperance houses, and seamen's homes, where the sailor may resort after his long and perilous voyage, and have both his temporal and spiritual interests greatly advanced; and where, instead of being robbed of his hard earnings, his constitution shattered, and packed off to sea like a beast, he may have his money put in a savings bank, and, when he is about to go to sea, he may have a chest of good clothes, and clean bedding, with a sound, vigorous frame, and go on board of a ship able to perform his duty in a seaman-like manner.

It is exceedingly gratifying to know that a growing interest is gathering around the community in behalf of seamen; and well it may, when we consider the vast number employed in our naval and merchant service, including also our inland navigation; they are at present estimated at about five hundred thousand men, — a class, perhaps, of more value to the real interests of this country than any other — a class whose interests certainly have been more neglected by society than even the pauper who prowls about the streets. It is singularly strange that this should be so; for the blessed Redeemer, in the days of his incarnation, not only honored the Sea of Tiberias and Gennesaret with his presence, but actually called seamen to be his first heralds to proclaim the glad tidings of salvation to a lost and ruined world; and he preached his own everlasting gospel, dispensing the bread of life to the famishing multitude, from a vessel's deck. And yet, it is not more than thirty years since, that any special efforts were made in behalf of seamen, to better their condition in society, and effect the salvation of their souls. The light first began to dawn upon their moral horizon in the British Isles, in 1810; and very

soon its benign rays were reflected across the Atlantic, upon the American shores; and then, for the first time, the voice of the man of God was heard, proclaiming, "Sailor, there is hope for thee!"

CHAPTER XXXV.

SUGGESTIONS IN REGARD TO THE MORAL IMPROVEMENT OF SEAMEN.

It is a matter of speculation and much doubt with many, whether the plan of reforming sailors, and of making them religionists, so that they may sustain their place in society, is at all feasible. This is not to be wondered at with landsmen, who have no other opportunity of forming an opinion of sailors, except by the conduct which is exhibited by them while on shore. This, indeed, will be an erroneous judgment; because the baser passions are alone manifested, by reason of the many temptations and baits which are thrown out, by designing men, to allure them from the path of rectitude, which, unfortunately, not only prove too successful, in the ruin of thousands, but also stamp their general character with infamy in the estimation of a large class of landsmen.

It is impossible to judge of the real character of a sailor by what is seen of him on shore; and although he seems to be impervious and callous in regard to the great subject of religion, yet there is no class of men that might so easily be brought under its influence, if properly managed, as seamen. Permit me to give a few of the more prominent reasons why there is such an apparent indifference among sailors in regard to morals and religion.

First, then, it is owing to the almost total neglect of its observances and requirements on board of nearly all vessels that navigate the ocean. The Sabbath is desecrated, and little or no difference is recognized between it and other days of the week; oaths and impre-

cations are the general tenor of the conversation which issues from the cabins of many vessels, and even the forms of religion are not known in many a long and perilous voyage; and it not unfrequently happens that it is neither seen, nor exhibited, in the whole course of a sailor's life. Can it, then, be a matter of astonishment, to behold the indifference and recklessness of sailors, in regard to these matters? Just, for a moment, behold them on the ocean, excluded from the restraints of society, deprived of all those instituted means of grace, on the Sabbath, which are always within the reach of landsmen, besides being surrounded on all sides with evil example, and especially that which is exhibited by their superiors; looked upon, in many instances, as possessing no souls. I say, when all these things are considered, it is not surprising that sailors manifest but little relish for morals or religion.

It may be asked, What course shall we pursue with sailors, while on the ocean, in order to impress their minds with a deep sense of their obligations to God, and the necessity of seeking the salvation of their souls? I answer, if possible, let the commanders of all vessels, if not strictly religious, be at least moral, and observe the forms and restraints of Christianity on the Sabbath day. This observance, in keeping alive a state of moral feeling, will, consequently, give a check and restraint to those outbreakings of profane swearing, and other vices, so common among sailors. It may be objected that these observances will interfere with the duties of the ship, or that it will be impossible to bring many sailors to attend to these forms of devotion at sea. In the latter years of my sea life, as will be seen in the preceding narrative, I never found any obstacle, either in reference to carrying on the duties of the ship, or the unwillingness of sailors to obey orders. Certainly, if a correspondent and uniform course of discipline is not observed, it cannot be expected that sailors will either be willing to attend to those exercises, or place confidence in the highest profession.

Secondly, let every vessel that floats over the ocean have the total-abstinence temperance flag nailed to the mast-head. Here, too, the example should be exhibited from the quarter-deck; for I hesitate not to affirm, that the greater part of the difficulties, insubordination, and mutinies, which have taken place among seamen on the ocean, have arisen principally from the fact, that the demon of intemperance had the exclusive command of the ship. Nay, I may go further, and not overstep the bounds of truth; and say, that, in former years at least, many of the losses, shipwrecks, and, consequently, loss of life, &c., which have occurred at sea, were caused by the practical inebriation of the cabin officers.

But it is a source of great satisfaction to know, that this great evil is now almost universally banished from the cabins of nearly every vessel that floats on the ocean; and, indeed, it has latterly been excluded from the forecastles of some of our gallant ships. In connection with this, care should be taken, as much as possible, for the comfort of sailors, in regard to that part of the vessel which is assigned to them for their eating, sleeping, &c. I have been before the mast myself in vessels, in the forecastles of which (so far from being sufficiently capacious for a dozen men to live in) there was not really room enough, as a sailor would say, to swing a cat in; and besides, what with the decks leaking, and the seas thrown into it as the ship plunged through the water, — by reason of these, we scarcely kept our bedding or clothing fit either to sleep in or wear; and in those cases I invariably found the main deck the more comfortable place of the two.

It is certainly astonishing that, while the owners of ships instruct the builders to make ample room for the cabin, where there are in general not more than three persons, yet there is not allowed, in general, more than one half the space of the cabin to be devoted to the comfort and convenience of the crew, consisting, perhaps, of twelve or fifteen men. Of course, it is not my province to dictate, or lay down, any specific rules for the regula-

tion and discipline of vessels; these must ever vary according to circumstances.

It may be necessary, on short voyages, to limit the privileges of time; and again, when vessels are just off the stocks, and new, of course, there is more duty to perform on board of such a one, than on board of others which have been for some time running. On long voyages, however, I have invariably found it to be the better plan, to give the forenoon watch below, and in heavy weather to have watch and watch; and a uniform rule, from which I never deviated, apart from the necessary duties of the ship, was to allow them Saturday for the purpose of washing and mending their clothes, cleansing the forecastle, &c. This was done in order that the Sabbath day might be respected, and that no excuse might be made for want of time, should they be found violating it. In this way, I generally managed to get the duties of the ship performed cheerfully and with promptness; and, with one single exception, during the whole period of my command I never had but one difficulty at sea. and that was owing entirely to drunkenness on the part of the crew.

Once more: — I generally endeavored, so far as it was in my power, to have good and wholesome provisions for the seamen, and to see after the manner in which they were cooked and served up to them. Their living, at best, is not of the most superior kind; and it becomes infinitely worse when it is half cooked in filth, which is too often the case. Again, I never put men on allowance except imperious necessity demanded it; and this may often happen at sea; for sailors are sometimes extravagant and wasteful, and sometimes, from a long course of head winds and calms, provisions may get short; and not unfrequently, on board of merchant ships, where there are several water-casks lashed on deck, some of them are swept overboard by the violence of the sea; consequently the quantity is reduced. From these and many other circumstances, then, it becomes absolutely necessary to go on allowance of provisions

and water. Ordinarily, however, the more judicious plan is, not to allowance sailors, because it engenders much bad feeling, by souring their tempers, and causing them to grumble, which generally ends in difficulty and trouble. I know not why sailors should not be treated (if they conduct themselves with propriety, and discharge their duty) as well as landsmen. It is well known that, if mechanics are employed at any particular business, they will never suffer themselves to be treated contemptuously, much less will they admit an employer to vent oaths and curses upon them, with impunity. I do not institute this comparison with the view of giving sailors license to insubordination, but merely to show, that an employer on shore never conducts himself, towards the employed, in this way. There is a feeling among landsmen — and, in some degree, among the officers of vessels — that sailors have sprung from the most degraded part of society; and this feeling seems to be almost universal, producing a degree of aversion and contempt, arising solely from unjust prejudices towards them.

There is a great mistake existing among the community in reference to this matter; for I will venture to affirm that sailors, as a class of men, have a descent quite as reputable as the generality of landsmen; and, indeed, there are many among them whose parentage is of the first respectability, such as those who come from the Eastern States, which may truly be called the nursery of American seamen. These, at their advent upon the ocean, do not go to sea as a matter of convenience; neither are they so bad that their friends can do nothing with them on shore, in consequence of which they must be sent to sea; but, as a matter of choice, they enter upon the business of a sea life, as they would upon any mechanical pursuit, and follow it through all its gradations, until many of them arrive at the acme of their profession. In this view of the case, then, it is very evident that men must be thorough-bred sailors, before they can be capable to command. Now, then, if

there are thousands of sailors in our merchant service of a character just mentioned, it follows that they are entitled to the same kind of deference, in their sphere, as landsmen, particularly if they discharge their duty agreeably to contract. That they are bound to do so, and also to conform to any course of discipline, there can be no question; and when these obligations are fulfilled, it becomes the imperious duty of the commander and officers to discharge the high obligations which devolve upon them towards seamen. And it does appear to me, after an attentive observation of many years, in regard to the character of seamen, that if a judicious line of conduct were instituted with them on ship board, not only would many of the hardships and privations consequent upon a sea life be ameliorated, but, also, they would have a more just conception of moral responsibility; or, in other words, their duty towards God and man would be sensibly enhanced.

It does not require the depth of a casuist to see that, if this were the general character of our seamen, they would not only command that respect on shore to which their condition entitles them, but, as they must be the vehicles by which the glad tidings of salvation are to be carried to the heathen, and the standard of the cross must be planted in the dark corners and habitations of idolatry, — I say, as they must be the channels of communication by which this glorious event is to be consummated, how infinitely better must they be prepared to discharge this duty, when their characters are influenced by morals and religion!

When we look at the great good which may be effected by the influence and deportment of seamen in foreign lands, — not only as it regards the establishing of our national character as good or evil, but also as disseminating the seeds of virtue and religion in the minds and in the hearts of the heathen, and among those where the blessed light of Christianity hath not shed its benign rays, — I say, when the importance of these things is considered, is it not wonderful, that the Christian com-

munity seems to be in a state of torpor and supineness in regard to the great subject of reforming sailors? Yet there does not appear to be any want of disposition, on the part of Christians, both real and nominal, to exert their influence and means in sending forth the missionary of the cross among the benighted sons and daughters of superstition, in order to spread the blessed effects of the gospel among them. And yet there are thousands navigating our ships over the ocean who are as deeply benighted, in reference to the great subject of morals and religion, as the heathen; and it does appear but just, that, while such great exertions are made to send the bread of life into foreign lands, something certainly ought to be done for those who are the vehicles of communication, and without whom the effects of Christianity would be exclusively confined to civilized and Christianized nations.

It has been said, and with great truth, when the religion of the cross gets firm hold upon the sailor's heart, that he becomes a more zealous champion for the truth than one of any other class of men. If this be true, — and the very nature of his occupation confirms the assertion, — how much better calculated is he, then, to advance the cause of Christianity, than a landsman! and it follows, of consequence, that, as the nature of his vocation obliges him to visit almost every clime that has been, and that yet will be, discovered, — when all this is taken into the account, it is evident that seamen are the best-calculated and fittest persons for missionaries. It is true, that the community is now being aroused to a sense of their obligations to sailors; and yet, with the exception of a small minority, the majority of the people deal too much in generals, believing that special efforts are not absolutely necessary for their reformation.

As I have expatiated largely, in the preceding pages, in reference to this subject, I would merely say, further, that the good which may be effected in this way will be exceedingly limited. If a universal benefit is to be conferred on sailors, the effort must be exclusively made

for their peculiar, and I may say exclusive, character; and experience has shown that, since specific efforts have been made to bring sailors within the range of the gospel, it has given a moral influence on the bearing of many; and when we contrast the material alteration for the better now, among sailors, to what it was twenty years ago, we are compelled to acknowledge that it is owing principally to the blessed influence of Christianity upon their hearts. It is, therefore, a source of gratitude to Almighty God, that, notwithstanding the very limited efforts that have yet been made to ameliorate the condition of sailors, He has crowned those feeble efforts with abundant success; and it should be a stimulus to all classes of men, (but especially to those who are more deeply concerned,) to redouble their exertions in behalf of the condition of poor sailors. Let these exertions widen and extend; and, as the Almighty has chosen men as instruments to promulge his blessed truth, and be the means, in his hands, of the salvation of their fellows, — and especially if we are firm believers in that truth, — let us not slacken our energies until the prophecy is fulfilled, "When the abundance of the sea shall be converted to God." For the fulfilment of this glorious epoch, let all Christians unite; and the time is not very far distant, when the high praises of God shall universally ascend up from old ocean, and when the tribes of Zebulon shall be joined to the tribes of Judah, and the mountain wave be united to the mountain of the land, and when all shall join in loud hallelujahs, "The Lord God omnipotent reigneth!"

CHAPTER XXXVI.

CONCLUSION.

Among the most pleasing reflections of my life is the recollection that the Bethel flag was first hoisted in the port of Baltimore, on board of the ship which I commanded. It was, to be sure, a small beginning; for although it was a novel sight to behold the Bethel flag floating at the mast-head of a ship, as a signal to repair on board for the purpose of religious worship,—yet, when the hour arrived, how many do you suppose composed the whole congregation? I pause, not because the number is beyond calculation, but because a feeling of sorrow now pervades my mind at the recollection of the keen disappointment that was then exhibited by every person present; and the reader will not think it strange, when I tell him that, from this famous Monumental city—a city so celebrated for its numerous churches and its widely-extended religious influence—I say, the reader will not think strange the keenness of my disappointment, when I tell him, the whole congregation on board consisted of seven souls. This was, indeed, not very flattering; for as yet the scheme was treated by many as entirely futile; but, like all other beginnings, which are generally small in the commencement, ours had to struggle against prejudice; and although it had to contend with many discouragements from various quarters, yet, through the indefatigable exertions of a few benevolent spirits, the work progressed slowly, but efficiently.

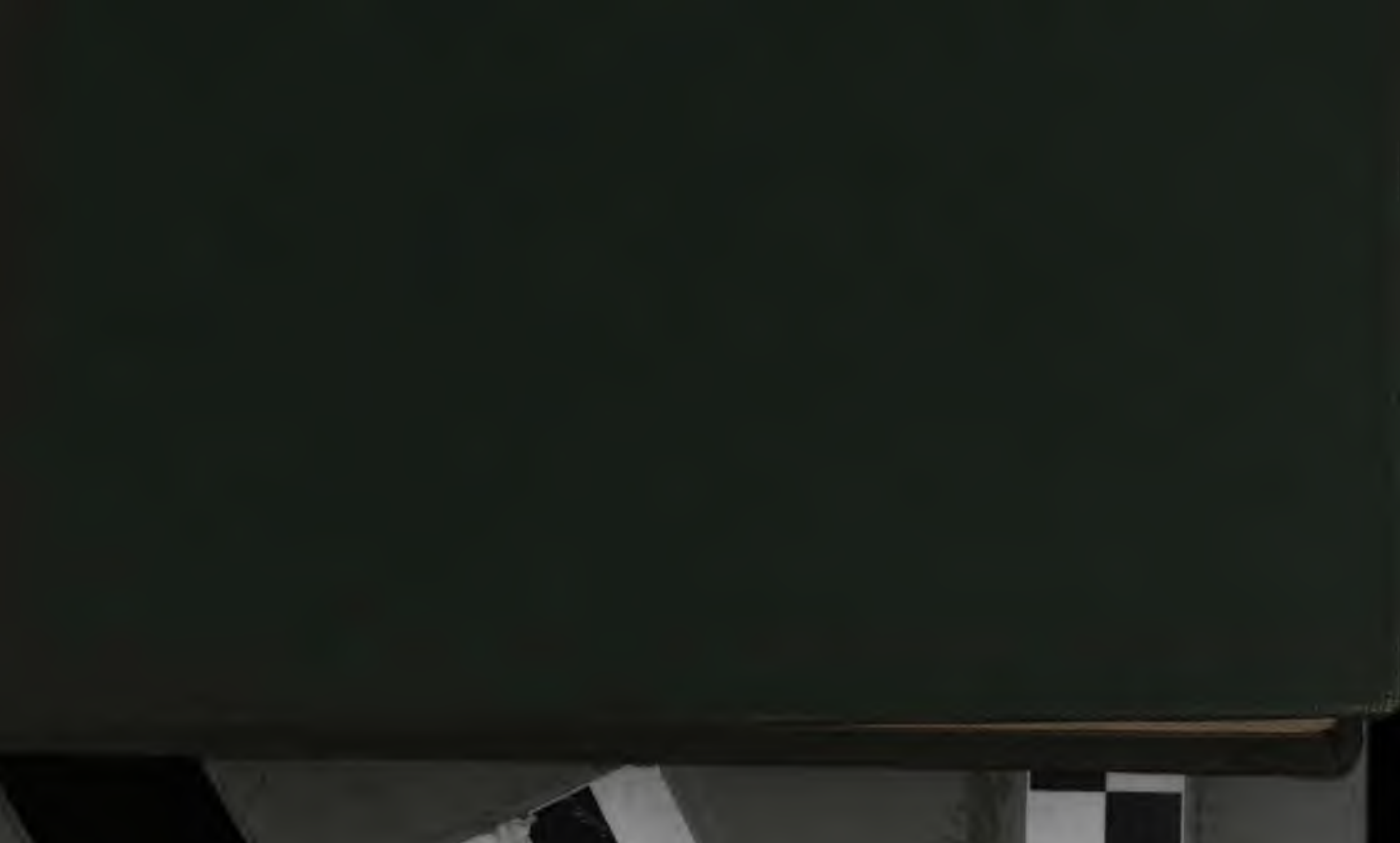
The first year, the word of God was preached on board of such vessels as could be obtained for that pur-

pose; but there were very few, at that period, who were willing to let the sailor's missionary go on board and dispense the Word of Life; very few, indeed, would consent to let the Bethel flag be hoisted on board of their respective vessels. This inconvenience was so great, that it was found absolutely necessary to relinquish the preaching of the Word on board of vessels; and, the second year, a sail-loft was obtained for that purpose. Here, a growing interest for the success of the cause was abundantly manifested, and numbers accumulated, Sabbath after Sabbath, (especially those who were connected with seamen and navigation,) to hear the Word preached, until it was found too contracted for the multitude which resorted thither. Then it was that benevolent and philanthropic men conceived the noble project of erecting a church especially dedicated to the moral and religious benefit of seamen. In 1825, a location was obtained; and the building erected, and dedicated as a mariners' church, to be conducted on the missionary plan. the operations and benefits of which were exclusively designed for seamen. For some years it had to contend with a variety of opposition — so much so that many were discouraged, especially as there did not appear to be much good effected in the morals of seamen: this, however, was principally owing to the counteracting influence of intemperance, so prevalent among seamen, and the united efforts of the keepers of sailor boarding-houses to deter poor Jack from attending divine worship; or, if he did, they usually plied him so freely with the intoxicating draught, that, if any good impressions had been made, they were soon driven from his mind.

Another serious discouragement was, that the various denominations of Christians rarely lent their countenance or presence, to aid the institution. In this way, then, for a long time, the Bethel ship had to contend with head winds; and, for want of a nucleus around which the captain and missionary might rally — I say, for the want of a crew to work the ship, she well

nigh had stranded. In this condition she hove out a signal, and the temperance ship, being well manned, bore down to her relief. Some of the temperance crew were put on board the Bethel ship, and worked her off into blue water and plenty of sea-room, since which time she has been kept under way, and the crew, although slowly, has steadily, increased in number; and the influence which this Bethel ship has exerted, and continues still to exert, is incalculable, and will tell upon the destiny of many a poor weather-beaten tar, as well as upon those connected with seamen. In this port, already, there are many auxiliaries to this institution, which tend greatly to ameliorate the condition of seamen, as well as to extend the hand of charity to their distressed widows and orphans.

There is a seaman's home conducted on temperance principles, in which the sons of the ocean may be secure from designing men, and find a comfortable residence while on shore, as well as have access to a library which is attached to this institution for their especial benefit.

There is likewise a society established for the relief of seamen's widows and orphans, through the instrumentality of which, and the untiring exertions of the missionary, not only has many a poor sailor's widow and orphan been relieved from the griping hand of poverty, but also many, very many, have been rescued from immoral wretchedness, and brought within the range of religious teaching, which has exerted a most salutary influence over the destinies of this class. But although much has been done, yet much remains to be done; and so long as the various denominations of Christians keep aloof, this work must be retarded; but when all shall see eye to eye, and unite hand in hand to push forward this noble enterprise, then we shall quickly see the sailor elevated to that situation in society to which his worth entitles him.

THE END.